

F1 LEWIS HAMILTON 100 WINS SPECIAL

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RUSSIAN GP THRILLER

HAMILTON 100

**Lewis denies unlucky Lando and
makes motorsport history**

**'I wasn't sure whether
or not it would come'**

**'Norris is doing such
a great job for McLaren'**

100-PAGE SPECIAL

- **All the wins**
- **Defeated rivals**
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Our search for the next
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Hamilton reaches a remarkable century as Norris's wait goes on

We've got used to Lewis Hamilton setting records in Formula 1, but becoming the first driver in history to win 100 world championship grands prix has to stand as one of his greatest on-track achievements. So we've decided to mark the occasion with a traditional green cover and a bumper issue that includes all of Hamilton's F1 wins (see page 32).

With points systems having changed over the years, many factors playing in to who gets fastest lap and now F1's daft definition of what counts as a 'pole position', there aren't many reliable metrics to measure success. Race wins (and wins/start ratio – Hamilton's is 35.6%) and titles are surely still the best.

On one hand it was fitting that Hamilton should reach the milestone in a rain-affected contest. His 17th such success puts him just one behind Michael Schumacher's wet-weather record. But on the other, it was heartbreaking to see Lando Norris lose his first F1 victory so late in the Russian GP, as Mercedes made the right call to bring Hamilton in for intermediate tyres when the rain arrived (p16). Norris's time will surely come but his wait has to go on a little longer.

We're proud to say that Norris and fellow Sochi star George Russell are among the former winners of Autosport's Young Driver Award. Turn to p11 to see the four up-and-coming racers who will battle it out for the 2021 Aston Martin Autosport BRDC Award.



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

**NEXT WEEK
7 OCTOBER**

McLaren and Lotus
We look at McLaren's revival and recall another F1 legend



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Steve Etherington/
Motorsport Images

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The US last had two F1 GPs in 1984. Keke Rosberg's Williams-Honda won the only Dallas GP



MIAMI GRAND PRIX SETS DATE FOR EARLY MAY 2022

FORMULA 1

The inaugural Formula 1 Miami Grand Prix will take place in early May 2022. The race will take place around the Hard Rock Stadium, home to the Miami Dolphins NFL team, on a purpose-built track known as the Miami International Autodrome. Construction is already well under way.

With a 23-race F1 calendar set to be finalised by the World Motor Sport Council next month, the Miami race organisers announced last week that their race would be taking a 6-8 May date slot. It will be the first of two races to take place in the United States next season, the second being the established grand prix at the Circuit of The Americas in Austin, Texas, which will take place in the final quarter of the year.

"We've worked hard to create a track with great racing and a venue with unparalleled fan experiences," said Tom

Garfinkel, managing partner of the Miami GP. "There has been tremendous enthusiasm and anticipation for this event, and we're happy to be able to announce the date so that people can start planning for it."

The addition of Miami serves as a major landmark for Liberty Media since its acquisition of F1 back in 2017. The US-based group always intended to add more destination cities to its calendar, and had been engaged in talks over a Miami race for a number of years.

Despite various challenges from local pressure groups and changes to the planned track location, a deal was finally announced in April this year for the race to join the calendar. By taking the traditional early May slot reserved for the opening European race of the season, Miami is set to close out the run of early flyaways before F1 returns to Europe for the Spanish GP two weeks later.

MONACO GP DITCHES THURSDAY TRADITION

Another change planned for next year's calendar is the decision to run the Monaco Grand Prix to F1's regular three-day race weekend format, ditching the event's traditional Friday rest day. Monaco has traditionally spread its race weekend over four days, holding the opening two practice sessions on Thursday before using Friday as a rest day for the F1 paddock. Friday has been used for support-race activity, such as Formula 3 heats in the 1960s and 1970s or, more recently, the Formula 2 sprint race.

The tradition dates back to the race's original scheduling on a Bank Holiday weekend, and was maintained to allow traffic to flow through the area and assist businesses in preparing for the weekend.

But while F1 plans for next year's calendar, which is set to be finalised at the next FIA World Motor Sport



Not the Miami GP, but GP of Miami! Villeneuve won 1995 Indycar race



Build cars that can race in the rain, implores Todt

FORMULA 1

Formula 1's next generation of cars must be designed to race in the rain to avoid a repeat of the Belgian Grand Prix washout, says FIA president Jean Todt.

Last month's wet race at Spa had to be abandoned after three laps behind a safety car because conditions were not good enough to allow the current generation of cars to race. The high levels of downforce produced by the latest F1 machinery, plus wider tyres, means more spray is thrown into the air in wet running, leading to poorer visibility.

Todt says this needs to be addressed, and reckons that when the next major rules overhaul is planned, most likely to coincide with all-new power units from 2025, wet-weather running needs to be factored in.

"There were many who criticised what was decided at Spa [by not racing], but what would have happened if, after the start, we had had an accident with 10 cars that resulted in injured drivers or worse?" explained Todt. "We would have been massacred. And even without injuries we would have been criticised. For the 2025 regulations, we must think about having cars that can be driven even in the rain.

"Do you remember [Niki] Lauda at Fuji in 1976? He was the only one of the drivers to give up racing in the rain. Today, every driver thinks as Lauda did then."

F1's failure to go ahead with the

Belgian GP caused controversy, especially because half-points were handed out despite no laps at racing speed being completed.

DTM boss Gerhard Berger believes that F1 had to make a choice whether to race in the rain or not. He said the current halfway house is not good for anyone. "I have no sympathy for this to be honest," he said about the fallout from Spa. "My opinion is: you have to decide beforehand if you want to have races in the rain or not. In America [on ovals] they have decided to have no wet races, which is fine and everybody knows it.

"But F1 used to have them and we race in the rain as well in DTM. Motorsport is dangerous and yes, it is difficult in terms of visibility, but if you decide in favour of rain races then this is what you have to deal with. When it is slippery or when you have a lot of water, you just have to reduce your speed. That is part of our game. Maybe in the end it was very bad at Spa, but in the beginning I didn't see any reason why there shouldn't be a wet race going on.

"Starts behind the safety car are the same thing for me. I don't agree. You should have standing starts, also in the rain. For me, that is less dangerous as you approach the first corner with less speed. With a flying start you have more water and less visibility. Just do two laps behind the safety car and then have a standing start."

JONATHAN NOBLE, FRANCO NUGNES AND RONALD VORDING



Council meeting on 15 October, the Monaco weekend will now switch to F1's usual format, as confirmed by F1 CEO Stefano Domenicali last week.

"Monaco will be in three days, straight away," Domenicali said in an interview with CNN. "So Friday, Saturday and Sunday instead of Thursday, a hole, then Saturday and Sunday. Yes, that is the change we're going to introduce next year."

During the interview, Domenicali confirmed that the plan was to organise a 23-race calendar again next year after initially targeting the figure in 2021, only for the ongoing pressures of the pandemic to drop this to 22. Domenicali also stated that the French GP would remain, and that the plan is to end the season earlier than in 2021, when the final race is scheduled for 12 December in Abu Dhabi.

Imola is also known to be angling for a permanent place on the calendar from next year. The circuit, former host of the San Marino GP, has held the Emilia Romagna GP in 2020 and 2021 as a late replacement for rounds cancelled due to the COVID-19 pandemic.

F1 is yet to finalise which race will complete this year's calendar, holding a TBC slot for a Middle East round on 21 November, but an announcement is expected as early as this week.

LUKE SMITH

It's Schumacher versus Mazepin, part two

FORMULA 1

Mick Schumacher and Nikita Mazepin will remain with Haas for 2022, while Alpine junior Guanyu Zhou is closing on the last remaining Formula 1 seat at Alfa Romeo.

Haas had been widely expected to retain both Schumacher and Mazepin for next year, but previously said it had to finalise the details of Schumacher's contract before making any announcement. The team revealed ahead of last weekend's Russian Grand Prix that both drivers would be staying for next season.

Haas opted against developing its 2021 car in order to put full focus on the new regulations for next season, treating this campaign as a transition year.

"2021 has afforded both drivers the opportunity to

learn F1, and as rookies they've done a lot of that this year," said team chief Gunther Steiner. "It's been a tough season for sure with the package we've had, but at the same time they've both embraced the challenge and worked closely with the team to learn our processes and adapt to the rigours of a Formula 1 campaign and all that brings."

The Haas announcement leaves Alfa Romeo with the last remaining unconfirmed seat on the grid for next year. F2 title contender Zhou is understood to be leading the race to partner Valtteri Bottas.

Zhou is known to bring financial backing from his Chinese sponsors. He sits second in the F2 standings, 36 points behind fellow Alpine junior Oscar Piastri, who looks poised to spend a year



in a reserve role even if he wins the championship.

Alpine F1 executive director Marc Gené said that while he would not comment

on Zhou, the team would not "stand in the way" of one of its youngsters stepping up to F1 even with another squad.

LUKE SMITH

New hybrid shows pace on race debut

BTCC

The British Touring Car Championship's development hybrid car earned a fastest lap on its race debut at Silverstone last weekend after disappointing form in qualifying.

The Cosworth-developed hybrid system has been tested in conjunction with M-Sport – supplier of the new-for-2022 customer TOCA engine – and Toyota Corolla team Speedworks Motorsport. Andrew Jordan, the 2013 BTCC champion, has done most of the driving and was behind the wheel for the Silverstone 'showcase'. The car was running as a guest entrant ineligible for points, and started each race from the pits.

While series boss Alan Gow had predicted that the power from the hybrid should mean that the car led the way in qualifying, a water-pump issue in free practice delayed progress, and Jordan qualified down in 20th position. "We played it very safe all day," said Jordan. "Our big



thing was we needed it to be reliable. It's more on keeping bits in reserve so we know where we're at. The M-Sport engine is lighter, and the battery [which weighs 25kg] moves the distribution rearwards, which can cause some other issues."

Jordan was using the 15-seconds-per-lap hybrid power boost for 7s out of Becketts and 8s out of Luffield.

With Jordan under strict instructions not to get among the other competitors, he posted a reliable finish in race one (in which the car set the third fastest lap) and race two (quickest overall). The Toyota was fifth fastest in the finale, in which it retired after

six laps with an exhaust-manifold problem.

"We made the car a bit better," explained Jordan, who has been starring recently in Mini Miglias and historic racing. "That's one thing we're finding out how to improve with the weight distribution of it all."

"But it's quite a tricky one being at the back. I don't want to be involved, but in race two [in which two safety-car interludes closed up the pack] I could see a shitfight going on in front. I dropped back and then, sure enough, there are two cars spinning in front of me at Copse! But fastest lap is good. I'm happy with the progress."

MARCUS SIMMONS



DAKAR RALLY Audi's new Dakar Rally contender has completed two weeks of testing in Morocco. The RS Q e-tron, which features an electric drivetrain and MGUs from Formula E and an engine from Audi's Class 1 DTM contender, was put through its paces by Carlos Sainz Sr, Stephane Peterhansel and Mattias Ekstrom. Sandstorms and high temperatures provided problems on the test. "As expected, some new problems arose in the high temperatures, which repeatedly caused interruptions to the testing and needed to be solved before the next test," said team boss Sven Quandt. "We expect much lower temperatures at the Dakar Rally. Nevertheless, we deliberately went to Morocco to test our concept under the most extreme conditions." **Photograph by Audi Sport**

Ex-McLaren chief back in F1 with Aston Martin

FORMULA 1

Former McLaren team boss Martin Whitmarsh is to return to a role in Formula 1 as the new Group Chief Executive Officer of Aston Martin Performance Technologies.

Whitmarsh is best known for his lengthy spell at McLaren from 1989 to 2014, which included his role as CEO as well as team boss from 2008.

Since leaving F1 he has been involved in various projects,

including being chairman of technology start-up business BAR Technologies and Offshore Wind Growth Partnership. He was also heavily involved in The Hamilton Commission.

Whitmarsh has been drafted in by Aston owner Lawrence Stroll in a bid to diversify the marque's F1 and road-car technology across key industry sectors. "Lawrence intends Aston Martin to win F1 world championships, plain and simple, and I would not have joined him



in that endeavour unless I was utterly convinced that it was an entirely achievable aim," said Whitmarsh. "I intend to do whatever I can to make sure that our team becomes the winning operation that Lawrence is

determined it should be."

Current team principal Otmar Szafnauer will report to Whitmarsh, but clarified that the F1 squad "will remain under my leadership and remit".

JONATHAN NOBLE

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INDYCAR SERIES

Simon Pagenaud has departed Team Penske's IndyCar line-up after seven years to join his former team-mate Helio Castroneves at Meyer Shank Racing, while 2020 Formula 2 runner-up Callum Ilott has secured a full-time drive in the series.

It is understood that 2016 IndyCar champion and 2019 Indy 500 winner Pagenaud – like Castroneves and Juan Pablo Montoya before him – was given the option of continuing with Penske as an Indy 500-only driver in open-wheel racing and developing Penske's Porsche LMDh programme before joining IMSA and the World Endurance Championship in 2023.

The attraction of continuing to run the full IndyCar schedule and participating in IMSA enduros with MSR's Acura team proved irresistible, and could lead to Pagenaud

(main pic) being part of Honda's assault on Le Mans with the same car in 2023.

Ferrari protege Ilott has run the last three rounds of the 2021 IndyCar campaign with Juncos Hollinger Racing and the parties have now committed to a full-time season next year. "I look forward to continuing the work that we are doing and heading into the winter to start a new journey over here, and I would like to thank the Ferrari Driver Academy for allowing me to take this opportunity," said Ilott (pic right).

Rinus VeeKay, who took his maiden IndyCar win this year with Ed Carpenter Racing, stays on board at that team.

Meanwhile, Sebastien Bourdais is expected to be confirmed as part of Chip Ganassi Racing's expanded two-Cadillac line-up in IMSA. The French veteran hopes to continue competing for AJ Foyt Racing on non-clashing weekends, with the #14's



other occupant perhaps being WEC/Super Formula competitor Tatiana Calderon. Team president Larry Foyt told Autosport that another plan may be for the team to run Bourdais in a part-time third car.

DAVID MALSHER-LOPEZ

F2 and F3 drop triple-header format for 2022



FORMULA 2/3

The FIA Formula 2 and Formula 3 championships are abandoning their new-for-2021 format after just one season.

Fewer rounds and triple-headers were introduced for this year, with the two series running on separate F1-supporting weekends. For 2022, both categories will once again compete on the same bill, with two races

per event. Friday qualifying will determine the grid for both races, with Saturday's sprint race starting with top 10 qualifiers from F2 and the top 12 from F3 reversed. The feature races, as in 2021, will be on Sundays.

The 2021 format has come under fire, with each series running two-thirds of its races from reversed grids. Furthermore, the reduction of the F2 schedule from 12 rounds to eight, and the

lengthy gaps between them, means that the drivers have contested just six races from a conventional grid in 2021 at a time when all but one Formula 1 seat is nailed down for next season.

"Even if sporting-wise that new format worked well, we understood that there was too much time in between each event, which was not ideal for the teams, drivers and fans," said F2/F3 series boss Bruno Michel.



NLS Aston Martin claimed victory in the penultimate round of the NLS on the Nurburgring Nordschleife last Saturday with a factory Vantage GT3 shared by Nicki Thiim and Maxime Martin. Martin took the lead in the penultimate stint of the four-hour race, and Thiim was able to record a first outright victory for the marque in the Nurburgring Langstrecken Serie by 13.9 seconds from the Phoenix Audi R8 LMS GT3 shared by Frank Stippler and Vincent Kolb. The Prodrive-run Aston Martin Racing squad took part in the race to show off the Vantage to potential customers looking to race the car in the NLS. **Photograph by Aston Martin**

IN THE HEADLINES

NEATE IN HOT WATER

British Touring Car Championship racer Andy Neate was given a written reprimand and two licence penalty points 'for instigating an altercation with a member of another team' following the first race at Silverstone last weekend. Neate, who had retired following contact with Adam Morgan, approached Morgan's father Russell, the team principal of BMW squad Ciceley Motorsport.

STEVENSON IS A ROCKET

Briton Casper Stevenson scored his first Euroformula Open race win in a wet reversed-grid contest at Monza last weekend. Stevenson held on under pressure from Van Amersfoort Racing team-mate Cem Bolukbasi. Cameron Das won the other two races to extend his series lead on a disastrous weekend for main title rival Louis Foster, who suffered incidents and failed to score a point.

AZCONA CLOSES ON CROWN

Cupra star Mikel Azcona closed in on the TCR Europe title at Monza, without winning a race. The Spaniard was narrowly defeated in a first-race thriller by Franco Girolami's Honda. Girolami and Azcona finished first and again in the reversed-grid race, but Girolami got a penalty for passing Azcona under yellow flags, dropping to 19th, and Azcona received one for track-limits offences and contact, falling to fourth. Victory was therefore handed to Mat'o Homola (Hyundai) from Tom Coronel (Audi) and Jack Young (Honda) – the Irishman had been forced out of the first race.

ASI OPEN FOR TRADE

Trade registration is now open for Autosport International, which returns to the halls of the Birmingham NEC on 13-16 January 2022. Trade tickets allow access to Europe's biggest motorsport show on the trade-only days of 13-14 January. For more information, visit [autosportinternational.com](https://www.autosportinternational.com)

XE schedule: pick five from 12

EXTREME E

Extreme E co-founder Alejandro Agag reckons that releasing a provisional calendar for the 2022 season at this stage of the year will "help enable our teams, drivers and partners to prepare". The trouble with that is, the draft schedule has no fewer than 12 locations on the shortlist to form a five-round campaign.

A healthy financial incentive ensures that Saudi Arabia remains as the opening venue, with a 19-20 February date currently planned for what will be McLaren Racing's series debut. That's to be followed by an African leg in one of Senegal, Egypt or Tanzania. The RMS St Helena 'floating paddock' is then set to dock in either Greenland or Iceland before any one of five countries hosts the fourth round.

Brazil, Argentina (both dropped for 2021 due to COVID), Uruguay, Italy or Costa Rica will eventually be chosen before the season concludes in Chile across 26-27 November.

Agag said of the list: "We've had lots of interest, both in retaining events in locations we've visited in season one and from new locations, and we are currently at a stage where we have multiple options for some of our races."

Before then, Extreme E is still to announce where the final round of 2021 will take place, with only Sardinia remaining as a locked-in venue following the disruption caused by the pandemic.

As per the championship's agenda, any race that gets the green light will take place in an environment that has already suffered the ill effects of the climate crisis.

MATT KEW

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Nino Vaccarella

1933-2021

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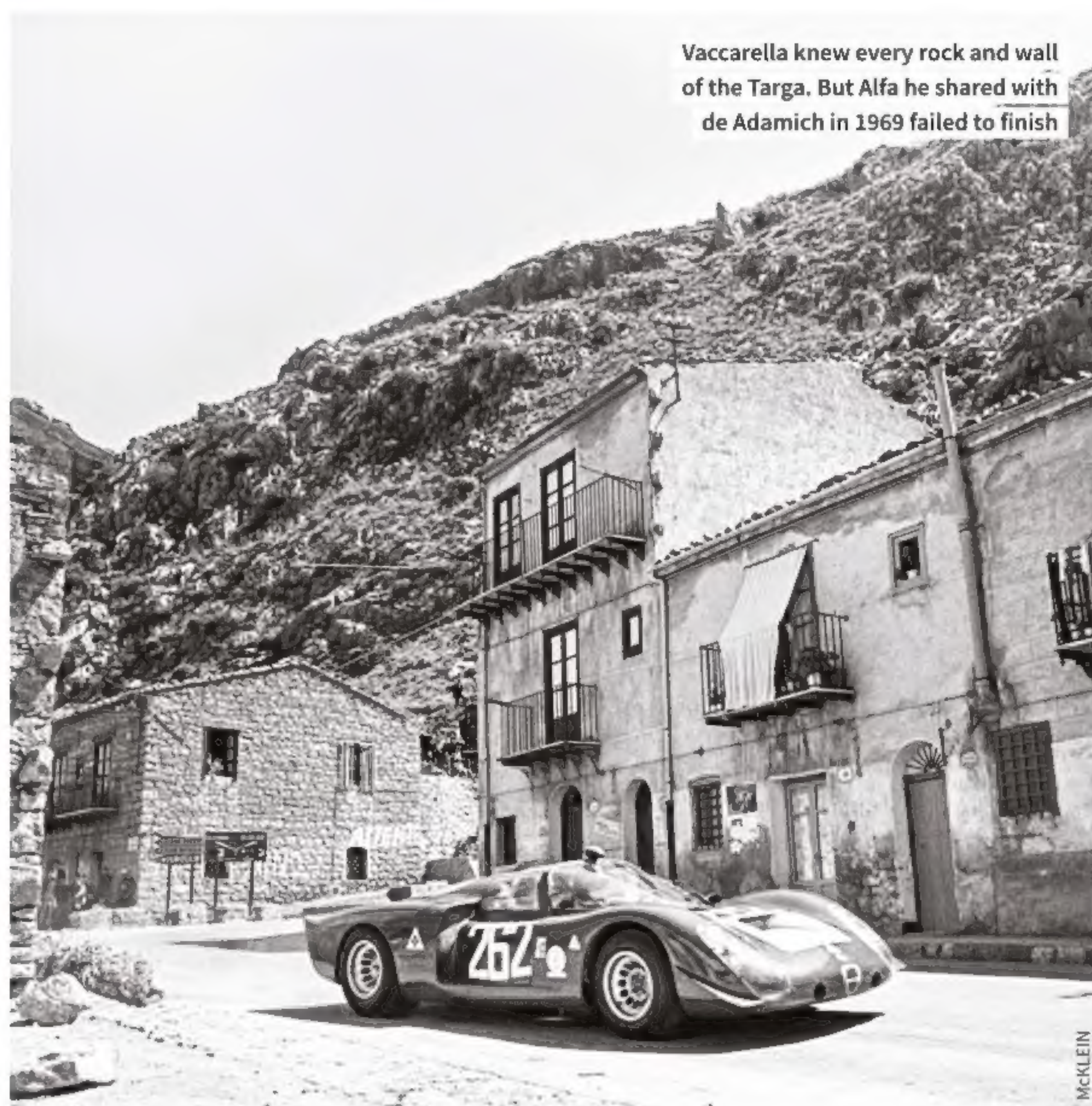
Nino Vaccarella wasn't just a three-time winner of the Targa Florio road race in Sicily. The Palermo-born driver, who has died aged 88, was a legend of the event and the idol of the fans who lined the 45-mile Circuito Piccolo delle Madonie.

They daubed his name on the asphalt and the unyielding walls around the public roads that made up the course, in their support of the local hero. Three times they didn't go home disappointed: Vaccarella claimed victory with Ferrari in 1965 and with Alfa Romeo in 1971 and 1975.

Vaccarella's successes were born of his knowledge of the roads and a temperament that made him one of the top sportscar drivers of his day: he also won the Le Mans 24 Hours and the Sebring 12 Hours in 1964 and 1970 respectively.

"He knew every rock and every stone around the track," remembers Toine Hezemans, who partnered Vaccarella to victory in the 1971 Targa aboard a works Alfa T33/3 prototype. "He was always impressive on those roads."

The Dutchman has always insisted that he was a bit-part player in their victory. To illustrate his point and the prowess of Vaccarella around the Targa, he tells a story about the start of the event. "The track was always very slow at the start because it was covered in dust from a million people who'd come to watch in their Fiat 500s," he explains. "At the end of the first lap, Nino came past and then there was silence. He was



Vaccarella knew every rock and wall of the Targa. But Alfa he shared with de Adamich in 1969 failed to finish

so far ahead, it was ridiculous."

Quickest in practice, Vaccarella had started first as the cars left the startline at 15-second intervals. He was 40s clear of the next car after the first lap. Yet Vaccarella wasn't actually quickest on the opening lap. The lighter, more nimble Porsche 908/3 was the faster car that year, but all three failed to make the finish as Alfa notched up a 1-2.

Vaccarella started racing in his father's Fiat Abarth 1100 in 1956 and first competed in the Targa the following year. He rose to prominence with a victory at the 1959 Pergusa Grand Prix at the Enna-Pergusa circuit in Sicily, after which he came under the patronage of Scuderia Serenissima boss Count

Giovanni Volpi. It was his performances with the Serenissima team, including third in the Targa in 1962, that landed him a Ferrari drive for the following season. He finished second in a Ferrari 250 P at Sebring with Willy Mairesse and Lorenzo Bandini that year, and claimed the same result with Lodovico Scarfiotti 12 months later. That was a prelude to victories at the Nurburging 1000Km in May and then Le Mans, sharing a 275 P with Jean Guichet, just weeks later.

A first Targa win followed with Bandini aboard a 275 P2 in 1965. He should have won in 1967 sharing a 330 P3 with Scarfiotti, only to hit a wall while leading. Some suggest that his greatest Targa drive was to third place in 1970 aboard a Ferrari 512S shared with Ignazio Giunti. Enzo Ferrari believed his new Group 5 racer would have no chance on the Targa, but felt compelled to enter a car for the home hero.

Vaccarella also contested four world championship Formula 1 races: three with Serenissima in 1961 and 1962, and one with Ferrari in 1965. His final win at the Targa, two years after the event had lost its world championship status, came with Arturo Merzario and an Alfa T33/TT/12. He subsequently retired to focus on running and teaching at the private school owned by his family in Palermo.

GARY WATKINS



MOTORSPORT IMAGES



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Finalists selected for Aston Martin Autosport BRDC Young Driver Award



YOUNG DRIVER OF THE YEAR

The four finalists who will contest the 2021 Aston Martin Autosport BRDC Young Driver of the Year Award have been selected.

German and Italian Formula 4 leader Ollie Bearman, FIA F3 racer Jonny Edgar, Euroformula Open title contender Louis Foster and GB3 championship favourite Zak O'Sullivan are the finalists. None have been in the Award before.

The Award, which aims to find and assist the best junior British drivers, has returned after a hiatus in 2020, and last season's results were taken into consideration.

There will be fitness and simulator elements before a two-day test at the Silverstone Grand Prix circuit in MotorSport Vision Formula 2, BBM Sport Ginetta LMP3 and Garage 59-run Aston Martin Vantage GT3 machinery.

Prizes for the winner, who will be announced at the Autosport Awards on 19 December, include £200,000, full British Racing Drivers' Club membership and an Arai helmet.

BRDC vice-president Derek Warwick is the chairman of the judging panel, which includes Award winners Darren Turner, Andrew Kirkaldy and Alexander Sims,

double British Touring Car champion Jason Plato, successful McLaren designer Mark Williams, Le Mans-winning engineer Leena Gade, leading commentator Ian Titchmarsh and Autosport Chief Editor Kevin Turner.

Aston Martin joined the Award in 2019. Previous winners include 2009 F1 world champion Jenson Button, 13-time grand prix winner David Coulthard, current F1 drivers Lando Norris and George Russell, triple Indianapolis 500 winner Dario Franchitti and 2014 World Endurance champion Anthony Davidson.

THE 2021 CONTENDERS



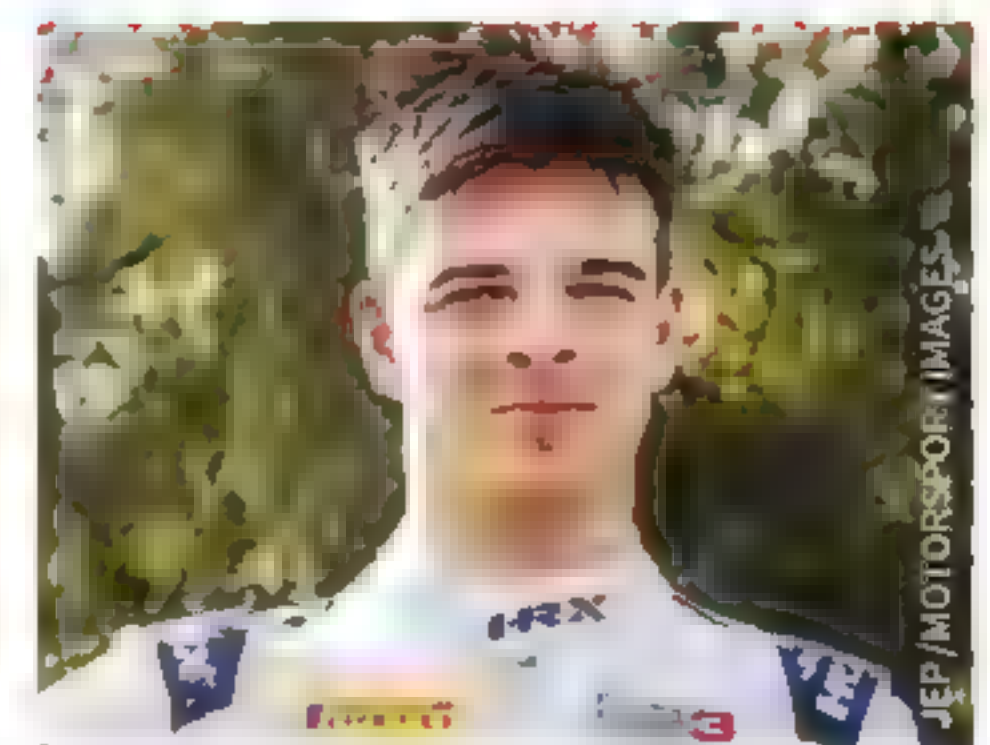
OLLIE BEARMAN Aged 16
1st in Italian and German F4 with Van Amersfoort Racing
"Since the Award was called off last year it wasn't in the front of my mind, but I saw [2019 winner] Johnathan Hoggard got his F1 test run and it's a pleasant surprise to be in the final four. I'm looking forward to the GT3 because in F4 a lot of the time we support GT3 series, and I drive a lot of GT3 in iRacing and sims."



JONNY EDGAR Aged 17
18th in FIA Formula 3 with Carlin
"Last year the Award didn't run and in the past you couldn't do it if you were in FIA F3, so I hadn't really thought about it. It was good when I was in the final 10 and F3 rookies were allowed. I've only driven single-seaters so it'll be good to drive the GT3 and LMP3. From what I've heard the F2 has a lot of power so I'm sure it'll be a great experience."



LOUIS FOSTER Aged 18
2nd in Euroformula Open with CryptoTower
"The Award didn't happen last year, which was disappointing because I think I had a good shot at it, so it's great to be in it this year. I'm currently studying in America so I'm very busy going back and forth to Europe. Every driver would like to drive the F2 car but I'm interested to see how the LMP3 compares to single-seaters I've driven."



ZAK O'SULLIVAN Aged 16
1st in GB3 with Carlin
"I saw the top 10 announcement and thought that was really cool but didn't think anything more about it as I'm focusing on winning the GB3 title. I'll be much more familiar with the Formula 2 car, it's more what I'm used to, but I'm also looking forward to the GT3. With GB3 and British GT being on the same package it'll be great to see what the cars are like."

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Ferrari's 'other' F1 star

Charles Leclerc has long been regarded as a future champion, but it's Carlos Sainz Jr who is currently Maranello's top scorer

ALEX KALINAUCKAS

Think back to the start of Formula 1 2021. Despite the delay to the design rules reset and the current machines entering a bizarre carryover year thanks to the pandemic-disruption cost action from F1, the FIA and the teams, there was still plenty of change to consider. Mainly in the driver line-ups. Four switched teams over that winter, with Fernando Alonso also returning to the F1 fold after two years away, and Mick Schumacher, Nikita Mazepin and Yuki Tsunoda making the step up from Formula 2. An additional cost-saving measure impacted these drivers more than those who had stayed put from 2020. The testing reduction meant every driver making a fresh start in 2021 had just one and a half days of official, full-speed action in their new car over the course of the reduced pre-season.

When the season began, there was plenty of talk about how the reduced testing time was holding back the drivers making new homes in 2021. That period is now firmly in the past, with Sebastian Vettel taking two on-the-road podiums for Aston Martin, Daniel Ricciardo going from serious struggles gelling with the McLaren to winning at Monza, and Alonso leading the way in Alpine's points haul. It remains more of a struggle for the rookies. The combined 934 races and counting racked up between the established stars who made 2021 winter switches naturally provides an experience buffer to ease the transition, at least somewhat.

“It was argued by many before the season began that Ferrari possesses F1's strongest line-up”

But there's one driver in particular who entered 2021 in unfamiliar territory and is now succeeding in a way that none of the others have done so far. Carlos Sainz Jr might not have a victory like Ricciardo but, in common with Vettel and Alonso, he leads a team-mate already established at the squad he joined.

Sainz currently heads Charles Leclerc in the 2021 drivers' standings and has three podiums to the Monegasque's one. Those measures alone are impressive given Leclerc's deserved reputation as an F1 champion-in-waiting. It's perhaps no coincidence that a driver who has raced for four teams in seven F1 seasons has had less trouble adapting to unfamiliar processes and operational procedures — Sainz has essentially honed that as a skill in itself.

The most recent of those three podiums came last weekend at Sochi, where Sainz was one of the stars of the weekend.

Afterwards, he was understandably pleased: “Overall, I think it's been my strongest weekend in Ferrari.”

What's even more impressive is that Sainz's Sochi weekend ended a trend of disrupted events, after he'd crashed in three of the past four. There was his qualifying shunt at the Hungaroring, then big FP3 accidents at Zandvoort and Monza. Sainz put those moments down to the lingering lack of experience he has with the Ferrari package and team overall.

As well as being pleased with his pace and tyre management while in the lead last Sunday, even as his team's struggles with the latter factor meant stopping early and not being able to run through the graining phase as Lando Norris and Lewis Hamilton did, Sainz was happy that a plan he'd focused on pre-weekend had paid off.

“I made a conscious effort to take it step by step,” he explained. “Through free practice, into quali — to be fast really when I need to be fast instead of being fast straight away in FP1. And it has worked well, it has given me a good confidence. I've been quick all weekend and I've been feeling at home.”

Sainz reckons it will take a full year of being at Ferrari to consistently produce exceptional performances as he did last weekend — he even said after Hungary that 2021 “definitely doesn't feel like my strongest season in F1” — but he really is proving his worth to the team. It was argued by many before the season began, including this writer, that Ferrari possesses F1's strongest line-up. That is a subjective — almost emotional — reasoning, but cold hard statistics back it up.

Leclerc has scored 92.4% of Sainz's tally so far, so they're by far the closest team-mates on the grid. Next up is Alpine, with Esteban Ocon scoring 77.6% of Alonso's total. This isn't a totally representative assessment given that not all teams have points percentages to compare between team-mates, and big bounties taken from chaotic, random races can skew things a touch. But Ferrari's increase in this area since 2020 is pretty staggering. Last year, Vettel took just 33.7% of Leclerc's total.

Sainz has still got something of a speed deficit to Leclerc, who has also come closest to winning races for Ferrari in 2021. There was his Monaco pole (controversial given his Q3 crash, which prevented Sainz having a shot at toppling him) and Silverstone heroics. Sainz is currently 10-4 (not including races where grid penalties for technical reasons have impacted qualifying) behind in their qualifying head-to-head battle.

But, overall, the Spaniard has made an excellent start to life in red. If Ferrari can produce a car capable of regularly fighting at the front again in 2022, the Tifosi should have plenty to cheer. With Sainz and Leclerc, Ferrari's future looks to be in exciting hands. ✎

➔ P30 RUSSIAN GP DRIVER RATINGS

TRIDENT

MOTORSPORT



TEAM CHAMPIONS



JACK DOOHAN

CLÉMENT NOVALAK

DAVID SCHUMACHER

TEAMS STANDINGS

1		Trident	381	6		Hitech Grand Prix	126
2		Prema Racing	377	7		HWA Racelab	44
3		ART Grand Prix	256	8		Campos Racing	32
4		MP Motorsport	224	9		Jenzer Motorsport	29
5		Charouz Racing System	127	10		Carlin Buzz Racing	25

Team Principal: Maurizio Salvadori

Team Manager: Giacomo Ricci / Technical Director: Alessandro Brambilla

Race Engineers: Umberto Visintini, Andrea Tesi

Mechanic Coordinator: Rocco Berardi

Mechanics: Francesco Bertassello, Roberto Dottorini, Jose Lopez, Maurizio Castiglioni, Nuno Fidalgo

Service & Truck Driver: Stefano Fani / PR, PA & Logistic Manager: Laura Ceriotti

allegri

allegri

fami

innex

KAOS

IT'S A WONDERFUL WORLD

pakelo

Repco

spenco



Emergence of a new IndyCar star

Twenty-four-year-old Alex Palou has been lauded as a complete driver and veteran-like in only his second season. His potential appears astonishing

DAVID MALSHER-LOPEZ

The 2021 IndyCar Series champion Alex Palou has often commented on the huge part that Dario Franchitti has played in his development in 2021, while the four-time champion himself has clearly loved working with such a burgeoning success story. At the recent Laguna Seca round, he admitted to Autosport that he was initially shocked at the scale of Palou's potential.

"We thought he was good, that's why we signed him," said the three-time Indianapolis 500 winner, who scored three of his series titles at Ganassi. "We thought he had raw talent and it would be a process with him, and then of course he goes and wins the first race!"

Since Palou is so "veteran-like" and "complete", phrases that Scott Dixon and Chip Ganassi have used to describe the 24-year-old Spaniard, Franchitti's task has become one of probing his young charge to check he's considered matters from all angles.

"Driving-the-car-wise, it's very small areas with Alex," he says. "I'll nudge him and say, 'Have you thought about that?' And he'll say, 'Oh yeah!' It's much like what I do with Scott. I don't say, 'You need to do this, this and this in the corner'. It's more, 'Why aren't you doing that?' and the reply is usually, 'I can't do that because of something else.'"

"Alex is already at that point where he knows what he wants, he's very precise. The psychology part, he's right there. He's

as being very adaptive — something that was imperative when he arrived at Ganassi after spending his rookie IndyCar season at Dale Coyne Racing. Although Dallara IndyCar chassis are spec, each team has a unique fundamental set-up philosophy, and this can result in cars having a very different feel for any driver who switches teams.

"Yeah, I think you will see a difference even between the top teams," said Palou after a "not too wild" party in Long Beach last Sunday night, "and you see it on the onboard cameras. We all drive differently and the cars drive differently. One car can drive really well on high-speed corners and really bad on slow-speed. The other car can be the opposite. And then even within one team, it can change depending on how you set the springs, the rideheight."

"So switching from one team to another, yes, you can definitely feel the difference. It's not like the Ganassi car is faster — I think Dale's team has some really good set-ups, fast cars that allow you to fight for race wins. But at Ganassi, we've been very consistent on all types of track this year and I've adapted to their basic set-ups really well."

And Ganassi has adapted to Palou in that the team is flexible enough to accommodate a variety of views on car set-up.

"The team is great at letting us go in different directions, 100%," said Palou. "At the beginning of a race weekend, I would drive a car with the team's set-up for that track the previous year, Scott's set-up. And from there we would go in a direction that felt better for me, especially at the end of the year when we knew what I needed from the car to fit my style. Sometimes we'd have different set-ups, sometimes very, very similar."

"I think it's good that we have different styles inside the team, because one is going to push the other. If he's faster on the high-speed corners and I'm much faster on the slow-speed, we're both going to get better on our weaker points. That's been great. And it's been great to compare with Scott because he always extracts 100% from whatever his set-up is!"

After the race on Sunday, Palou said he had already recognised potential areas of self-improvement: "What do I need to improve? Everything. I need to go faster. I'm not the fastest. I need to try and do everything better. I think there's not only one thing that I'm missing. I think there are a lot of things that I can just bring up. With experience it will come next year."

Palou is the first driver under 25 to clinch the IndyCar championship since Dixon captured his first title in 2003. Was the 2021 IndyCar Series season the foundation of another astonishing Ganassi driver's career? Right now, the prospect seems very real. *✿*

**"What do I need to improve?
Everything. I need to go
faster. I'm not the fastest"**

hungry, but I haven't seen too many — touch wood — rookie moments, especially when he's leading a race. So we just need to keep him in that sweet spot.

"Is he perfect? Of course not, nobody is. There are areas we can improve, and we're working on them. He's very receptive to everything — his team-mates, the data, his engineers, my experience. He's always asking questions. He's been a great addition."

"Scott is feeding off him too, and Marcus [Ericsson] is getting into that whole thing as well — the three are feeding off each other. And Jimmie [Johnson] is benefiting from it as well, due to his lack of experience."

Dixon, who has also struggled to find flaws in his new team-mate's game, has described one of Palou's qualities

➔ P56 LONG BEACH FINALE REPORT



HAMILTON MAKES HISTORY AS RAIN ROBS NORRIS

Lewis Hamilton took his 100th F1 win – and the championship lead – in Russia, but there was heartbreak for McLaren's young Brit

ALEX KALINAUCKAS

PHOTOGRAPHY



motorsport
IMAGES







The 2021 Russian Grand Prix was a fascinating race even before its thrilling wet-weather climax, where the two leading British drivers had wildly contrasting fortunes. Lewis Hamilton went on to take another incredible career milestone with his 100th Formula 1 win, a first for any driver in the championship's history. Lando Norris lost a first grand prix career victory as the knife-edge call on when to pit when the rain came down in the final laps went in Mercedes' favour for several key reasons.

THE START

Norris at least leaves the Sochi weekend with one major F1 career achievement: his first pole position. That came after McLaren had made the right judgement on when to take slicks in Q3 while Hamilton and Mercedes floundered — the reverse of what was to come late in the race the next day.

But well before that drama, Norris first had to tackle a couple of problems — the first being how to defend the lead on Sochi's lengthy run from the grid to the first big stop, the Turn 2 right. He'd said after topping qualifying that "probably the only place I wouldn't want to be pole is here", and it was obvious why when the lights went out. Carlos Sainz Jr made "the best possible start on the dirty side" from alongside Norris on the front row, but when George Russell enjoyed better grip from his shock third place on the racing line, the Williams was quickly alongside the Ferrari.

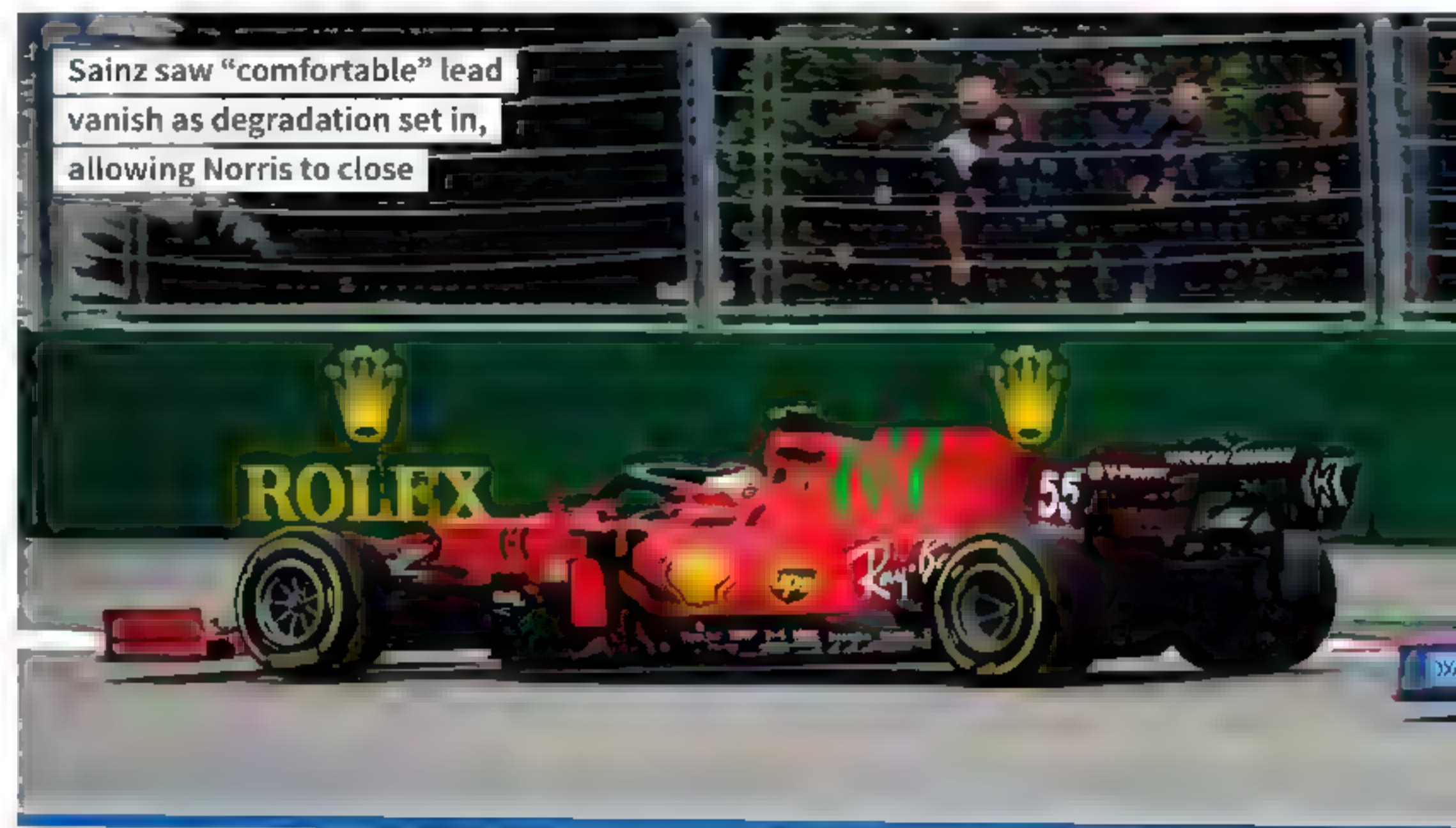
But all was not lost for Sainz, who was able to survive "nearly banging wheels [with Russell] to see who was the one catching Lando's tow". Sainz held firm and was able to surge into the McLaren's slipstream, close in rapidly after the straight unfurled past the Turn 1 kink, and then swoop to the outside at the braking point. He just got things stopped with a locked right-front to avoid taking a costly trip to the runoff, where Fernando Alonso led Pierre

Gasly, Antonio Giovinazzi and the last-starting Max Verstappen through the mandatory rejoining path, and Gasly clipped a bollard.

Sainz therefore led Norris and Russell through Turn 3, with Alonso somewhat messily handing a place back to the fast-starting Lance Stroll before being overcome bravely by Daniel Ricciardo. The second McLaren had also battled past Hamilton (boxed in and then braking cautiously on the inside at Turn 2, and so trapped in the pack from fourth on the grid) as they initially chased Alonso.

STINT ONE, PART ONE

In the lead, Sainz enjoyed a 1.3-second advantage over Norris by the end of the first lap of 53, after which he pulled 6.3s clear of Russell in the next 11 tours, with the McLaren still pressuring the Ferrari. The Williams driver felt he was "the fastest car on the straight" and so was able to hold back the chasing pack, which remained static once Hamilton and Sergio Perez's Red Bull had dispatched Alonso in successive laps to run sixth and seventh.



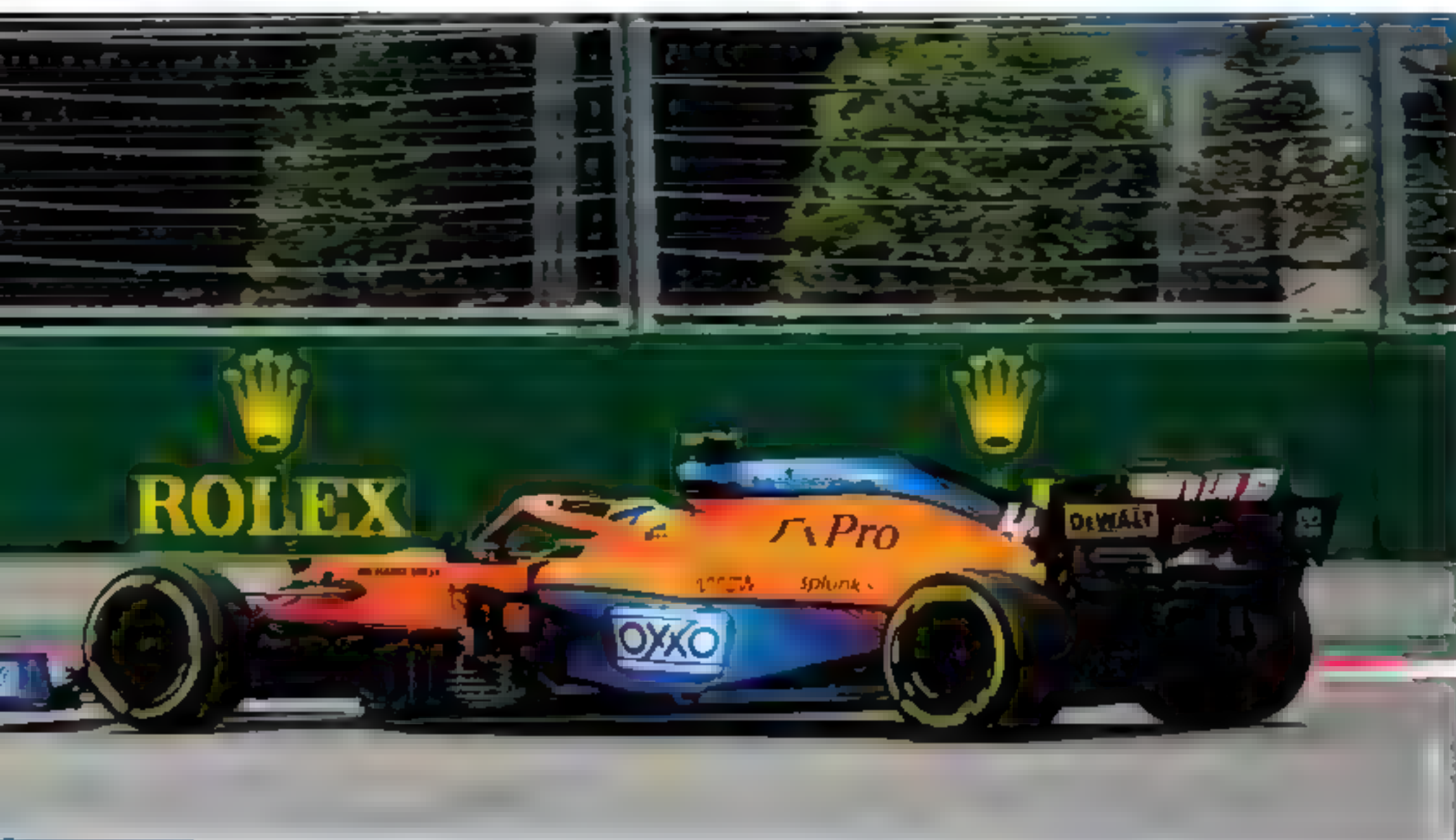


Sainz leads after deposing polesitter Norris and also fending off Russell's challenge

Sainz felt he was “leading the race quite comfortably for the first seven, eight laps”, but then, after a slight threat of early rain had passed, a familiar problem struck. The Saturday deluge had rather refreshed the track surface, which meant the medium-compound starters – that was all the leaders bar Alonso and Perez, who were on the hard tyres like those starting down the order – encountered front-left graining. Sainz had “so much degradation” that his lead fell from a high of 2.2s at the end of lap six to 0.8s in three laps.

Norris subsequently had small looks at passing his former team-mate, but it wasn’t until lap 13 when he mounted a first proper attack. He didn’t need a second go, closing in rapidly in the second DRS zone and getting ahead on the outside line into Turn 12.

At the end of the following lap, Ferrari called Sainz in, wary of Stroll’s pace on fresh hard tyres after the Aston Martin had kicked off the initial pitstop phase by making a successful undercut pass on Russell with a 12th-lap stop. Despite a slow right-front change, Sainz covered Stroll, but never saw first place again.



“RUSSELL FELT HE WAS ‘THE FASTEST CAR ON THE STRAIGHT’ SO WAS ABLE TO HOLD BACK THE CHASING PACK”

STINT ONE, PART TWO

The main reason for this was because Norris and the other remaining leaders were able to pass through the graining phase while they stayed out on the mediums. Norris, who had said his front-left “was completely gone” on lap 12, could then set lap times (in the mid-high 1m40s) on his ageing mediums that were as competitive as Sainz was doing in clear air in a gap that had opened up behind 10th-placed Valtteri Bottas.

For the seven laps after Sainz stopped, Norris extended his lead over the chasers – now led by Ricciardo – from 7.607s to 12.234s. Ricciardo then stopped on lap 22, with Mercedes ordering Hamilton to “box opposite” to the Australian.

A slow left-front change cost Ricciardo, with Sergio Perez’s 8.9s service later on adding to the series of bad pitstops that have followed the rule change clamping down on automation technology previously used in wheel changes, enforced since the summer break.

In clear air, Hamilton was unleashed and cut 2.243s from his own gap to Norris in the laps that followed Ricciardo’s stop, before Mercedes brought him in to make the switch to the hards on lap 26. Norris did likewise two tours later, which put him back in free air and 8.0s clear of Sainz, with the yet-to-stop Gasly in between.

Up front, Perez led the race ahead of Alonso and Charles Leclerc, who’d gained seven places from his 19th-place grid spot with aggressive positioning on the inside of the first corner. He’d then been caught and passed by the charging Verstappen, but stuck with the similarly hard-shod Red Bull as it rose through the pack to just about reach the group Russell had previously been holding up. >>



STINT TWO, HAMILTON'S CHARGE

Hamilton had emerged from his stop in a pack containing Sainz, Bottas and Stroll, with his team-mate soon to exit for his own stop to swap hard tyres for mediums. Stroll and Sainz were overcome with DRS on the inside run to Turn 2, the Ferrari just after team boss Toto Wolff had gone onto Hamilton's radio to give a spirited message that the win was a possibility. Gasly was quickly dispatched with another DRS blast into Turn 12.

Now there were no cars in the 8.0s space between Hamilton and Norris. And Hamilton was conclusively quicker over the next phase of the race, eating into Norris's lead by 0.73s per lap, even as they both passed Leclerc before the Ferrari's long first stint finally came to an end.

Perez and Alonso pitted out of the British duo's way on lap 36, with Norris having just reached the Alpine's rear, at which point he headed Hamilton by 3.3s. The Mercedes driver cut the gap nearly in two over the next couple of tours, but then he was flummoxed. "They were incredibly quick all of a sudden," Hamilton said

of the moment he reached Norris's dirty air window. "He was doing a really great job."

Indeed, Norris had upped his pace significantly, moving into the low 1m38s and then to the 1m37s for a string of six metronomic efforts that included the race's fastest lap — a 1m37.423s, aided by getting DRS while lapping Nikita Mazepin.

"You need a big delta to be able to have an opportunity to overtake here," Hamilton said of the end of his charge, which also explained why he'd been stuck behind Ricciardo early on "in no-man's land for a long time in terms of [not really knowing] where I was in the race".

"IT WAS JUST BLIND FAITH AT THE END THERE. I CAN'T TAKE CREDIT FOR THAT AMAZING DECISION"



"[The McLarens] were quick on the straights, very quick out of the last corner," Hamilton added.

The world champion initially opted to sit back and save his tyres for a late surge. He was edging towards Norris again, on the verge of DRS range, when the race changed completely.

KEY DECISIONS IN THE RAIN

On lap 46, rain, which had been building over the Black Sea beyond the top of the circuit at Turns 5, 6 and 7, arrived. Despite Norris sliding off the road at the Turn 5 90-degree right the first time the leaders went through the shower, he actually navigated the early stages of slippiness better than Hamilton. He pulled from 0.996s and Hamilton's sole DRS activation to 2.087s clear over lap 48, despite taking to the runoff at Turn 7, which the rainfall was also hitting.

On this tour, with three quarters of the track still dry, Hamilton



ignored a Mercedes instruction to pit for inters because he “was like, ‘Yeah, but he’s right there!’ I only had three laps to catch up 24 seconds, so it was like, ‘No way!’ I wasn’t convinced the first lap.”

On lap 49, several small but critical things happened that decided the race’s outcome. Mercedes had engineer Peter Bonnington persuade Hamilton to pit with several radio calls, which included telling him “Verstappen has pitted for inters.” “With Max having stopped then, he [Hamilton] is certainly keen that we shadow what he’s doing”, said team trackside engineering director Andrew Shovlin. Mercedes could also deduce that the rain was set to intensify via information on the Meteo France-produced weather radar the FIA provides to the teams, and it was monitoring the team radio messages of other cars in the Turns 5-7 sequence that contained reports confirming that situation.

It was enough to bring Hamilton in, the decision made even easier because there was a 47.3s gap to Perez in third, the Red Bull having finally just got the jump on Ricciardo and then Sainz that its long stop had earlier thwarted.

“It was just blind faith at the end there,” said Hamilton afterwards. “I can’t take credit for that amazing decision.” Mercedes knew that at worst it “might leave the door open for Lando to take the win”, according to Shovlin. But it ultimately didn’t because McLaren had played things differently when dealing with its driver.

Norris’s lap 49 had comparatively little radio communication, especially after he’d barked at engineer Will Joseph to “shut up!” over information regarding track conditions and other cars going off in front of him. Later on, when asked what he thought about taking inters, Norris firmly opted for “no!”

The die was cast at this point. Norris told McLaren “we’ve just got to commit to staying [out.]” once he’d spotted Hamilton pit, with the Mercedes driver, once he’d reached Turn 2 on the inters, in turn being told he was “currently unsafe to Norris by 1.5 seconds” if the leader did pit for wet tyres at the end of lap 50. Three corners later, Bonnington told Hamilton he was then “four seconds safe to Norris” and the race was essentially won. >>

QUALIFYING



There are three British drivers in Formula 1 and all were central to the Russian Grand Prix qualifying story. Lewis Hamilton led the way in Q1 and Q2, which were rather marred by the absence of the drivers taking engine-change grid penalties – Max Verstappen, Charles Leclerc and Nicholas Latifi. But Q3 was a thriller.

The shootout runners all left the pits on intermediate tyres, which had been the best compound in the damp-but-drying first segments. While the rest had saved a set of fresh inters, Williams’s George Russell had needed all four available sets to guarantee reaching Q3. A dry line became clear in sectors one and two, but the twisty third sector remained slippery, and Williams made its call on “whether to go for it or not”, according to the team’s head of vehicle performance, Dave Robson. Russell was brought in with six minutes remaining, just after Hamilton had led the pack around to set provisional pole at 1m44.050s on inters.

Lando Norris had split the Mercedes cars, sitting 0.656 seconds behind Hamilton, and was then “watching [Russell’s] lap on the TV while I was driving round to see what it was like”. McLaren called its drivers in the next time around and initially told Norris that the first flier back on the softs would be crucial. But his engineer, Will Joseph, reported that Russell wasn’t finding the expected time immediately – the Williams driver also “had a bit of traffic” and so was backing off ahead of an all-out final effort.

It was all about building temperature into the slicks, with two timed laps the critical factor. This undid Mercedes, which was scrambling to recover from a Hamilton error, the world champion clipping the outside pit-entry wall and breaking his front wing as he led Valtteri Bottas in for slicks with four minutes left. He had to be pushed out of Bottas’s way before his wing was changed, which meant his tyres cooled further and he went off at Turn 2 when he rejoined, Norris actually nipping by as Hamilton recovered. The slicks never fired back up and Hamilton ended up spinning off and backing into the Turn 16 barriers on his final flier. His inters banker was still good enough for fourth, albeit 2.057s adrift.

But he was pipped by a trio who had time to warm their slick tyres sufficiently. Ferrari’s Carlos Sainz Jr initially grabbed first with a 1m42.510s but was beaten by Norris’s “many-risks” 1m41.993s. A first career pole was his, with Russell finally rising from 10th to third with the last completed lap of Q3, 0.990s back from Norris.

**“HAMILTON WAS
PIPPED BY A TRIO
WHO HAD TIME
TO WARM THEIR
SLICK TYRES
SUFFICIENTLY”**



Team bosses Wolff and Seidl made very different calls on pitstop timing

As Mercedes had predicted, the rain intensified and had even begun to fall heavily at the final corners – the furthest inbound from the coast – by the time Norris next came past the pits. He slithered over the kerbs here and struggled to accelerate onto the main straight, Hamilton already having gained 10s to be 15s behind with three laps left, easily enough pace in hand to catch up with time to spare.

He simply didn't need any. The rain had reached such intensity at Turns 5-7 that drivers were being warned of possible standing water, plus heavy spray, into which Norris plunged off at Turn 5. He'd already been sideways tiptoeing through Turn 3 and briefly into the runoff at Turn 4, but when he slid off at Turn 5 he came to a halt – barely keeping his left-rear out of the barriers as Hamilton raced past, into the lead for the first time.

"I decided to stay out because the team said it was only meant to be drizzling like that and that's as hard as the rain was gonna get," Norris explained afterwards, referring to a lap 47 radio message from Joseph that stated: "This intensity will stay to the end of the race, we think", just after Norris had reported the rain was "spitting".

"For whatever reason we didn't know or see or anticipate that it was not just going to be a drizzle. It was going to be a lot of rain and that's where we went wrong at the end of the day."

McLaren team boss Andreas Seidl explained how the final laps played out from his point of view, presenting a united front. "It's a communication between the driver and the pitwall using all the information we have available in terms of weather forecast, what other cars are doing, trying to brief Lando and at the same time get feedback from Lando on how the track conditions are," he said. "That's how the decision had to be made what to do – to pit or not."



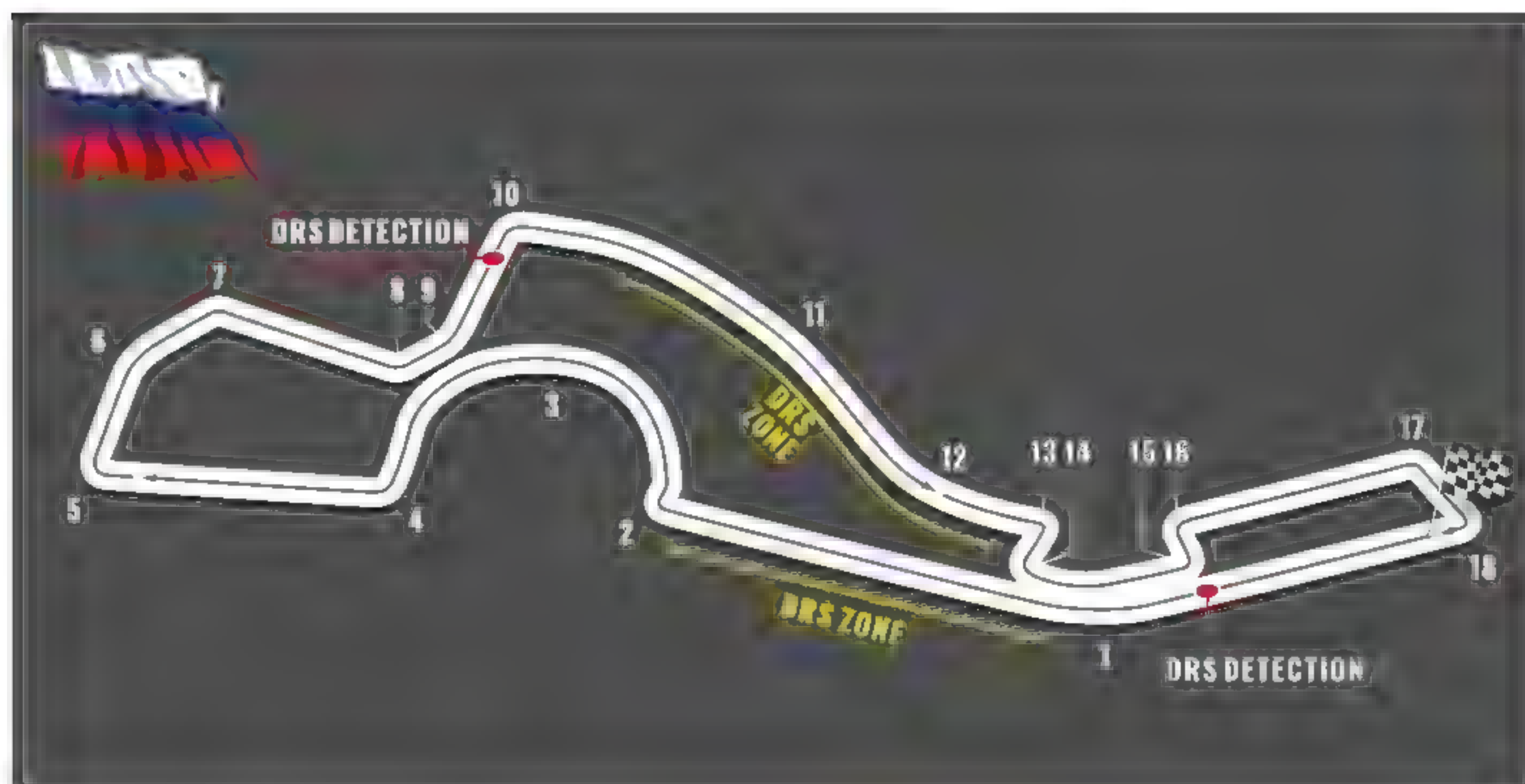
After seeing victory slip from his grasp, Norris congratulates Hamilton

Lando, with the information he got from us and how he was feeling on track, he felt good staying out there on the slicks. And in the end, we didn't overrule him as a team. So, that's something we need to look into to see what we could have done better because of course, in hindsight it was the wrong decision we made as a team."

FINAL LAPS PRODUCE A FAMILIAR RESULT

Hamilton was clear in the lead, with Norris pitting at the end of lap 51 to finally take the inters. He slipped over the pit-entry lines and kerbs on his way in, but escaped harsh sanction because the stewards ruled they did not consider "that the crossing of the painted area was intentional or predictable" in the circumstances. The long-time leader came home

TRACK





a dejected seventh after battling past Kimi Raikkonen on the last lap.

The winning margin in Hamilton's 100th triumph, where Sainz ended up third thanks to being in the second group of runners to take inters, was 53.3s. But what took some of the shine off the result for Mercedes was the man who was second: Verstappen. The Red Bull driver had made his dry stop on the same lap as Hamilton, from two places and 6.0s behind his title rival after his impressive opening stint, only not making a 2018-Sochi-esque climb higher in the early laps because "with the midfield being so competitive this year it's really hard to get by".

From there he'd made solid progress past the early stoppers but was held back by the graining on the mediums, which he'd taken at his first stop. That was exacerbated by the low-downforce rear wing he'd been

"LANDO FELT GOOD STAYING OUT ON THE SLICKS. AND IN THE END, WE DIDN'T OVERRULE HIM AS A TEAM"



given to aid overtaking and having to run close to other cars to do so, damaging the rubber further as he slid around. Verstappen's tyre situation meant that when the long-running Perez and Alonso finally pitted and rejoined, he couldn't even close on his team-mate for Red Bull to enact a swap, and the Alpine was able to sail past to claim sixth at Turn 2 one lap later. Leclerc had also climbed back to his rear after the Monegasque's late dry stop had dropped him well down the order.

But the rain changed everything for Verstappen, who was seventh when it arrived. He decided lap 47 was not wet enough to pit and "would have destroyed the inters". That was when Russell, Bottas and Raikkonen became the first drivers to change from slicks, which helped the Finns take previously unlikely points finishes. Russell also recovered the 10th place he'd been superbly holding in the second stint, despite lacking any fresh inters after his successful qualifying strategy used them up on Saturday.

After passing Ricciardo when the McLaren slipped off at Turn 7 on lap 48 (Verstappen did so too, but didn't go as deep), he plumped for the inters, finally explaining his decision approaching Turn 12 as he'd been previously too engaged fighting to stay on the road to reach his radio button. A "great call", said team boss Christian Horner, who revealed that Red Bull's highest pre-race hope in an all-dry event was fifth.

When Perez, Alonso and Leclerc delayed their decision to pit — Leclerc disastrously opting not to come in on lap 50 amid a flurry of confusing radio messages — his path up the order was eased decisively. Verstappen, no doubt buoyed by his sudden change in fortune, even had the presence of mind to report the conditions were "perfect for inters", just in case the FIA was considering throwing a red flag.

Norris's late stop also moved Verstappen into second, a result Horner called "like a victory" for Red Bull on a day when Hamilton made history. ❄

NEXT F1 REPORT

TURKISH GRAND PRIX 14 OCTOBER ISSUE

Last year's Turkish Grand Prix was a wet and wild affair, won by Lewis Hamilton. Will autumn at Istanbul Park deliver a similar thriller?

ALONSO MISSES OUT ON FIRST ALPINE PODIUM

Fernando Alonso was one of the big losers in the late rain shower after suddenly being in position to score the first podium of his Formula 1 comeback with Alpine.

Alonso was the leading driver to start the race on the hard tyres, which allowed him to go all the way to lap 36 before eventually pitting for mediums after cycling through to run second.

The double world champion emerged from the pits in seventh, but passed Max Verstappen and Daniel Ricciardo before the rain hit. He eventually dived into the pits for intermediates one lap after race winner Lewis Hamilton, having slipped ahead of Sergio Perez to run third, but the extra lap on the slicks meant he was among those dropping down the order, and he finished sixth.

Alonso called it “the best race of the year” for Alpine. “The podium was possible today on merit,” he added. “The car was flying. And I was very happy, but unfortunately the rain came five laps to the end. Some people took some risks, and we were unlucky.”

Team-mate Esteban Ocon had a trying day. He fell out of the points even before the rain arrived, saying he couldn’t “attack or defend to any” of the cars around him despite running a set-up that was “pretty much identical” to Alonso’s. Ocon finished the race 14th after waiting until lap 50 to take inters.



Stroll hits trouble – and his team-mate – after top start

Sebastian Vettel said being tagged twice by Aston Martin team-mate Lance Stroll during the late rain chaos at the Russian Grand Prix was down to a “misunderstanding”, while Stroll was also penalised for hitting Pierre Gasly a lap later.

Stroll was one of the race’s early stars after making a brilliant start, nipping past eventual winner Lewis Hamilton ahead of Turn 2 on the first lap. He ran fourth in the opening phase of the race but couldn’t find a way past George Russell’s “slippery” Williams. He was therefore the first to stop, on lap 12, in a successful undercut attack, and Stroll chased early leader Carlos Sainz Jr from there after the Ferrari also completed a short stint on the medium tyres.

Stroll had just been passed by Charles Leclerc – running the alternative strategy with a big

tyre-offset advantage – when the rain came. From lap 47 he had a nightmare, sliding off at Turn 7. Then at Turn 9 he moved across and bashed the quickly arriving Vettel, who’d run on the fringes of the points after falling back at the start. Stroll tagged his team-mate’s right-rear, breaking his front wing, at the corner exit, ignored his team’s urgent calls to pit, then crashed side-on into the wall at Turn 7 just after declaring he could stay out on slicks. Finally, he punted Gasly around at Turn 8 when rejoining from his crash, contact for which he was given a 10-second penalty, although he remained 11th in the results.

“That must have been a misunderstanding, I don’t think he saw me,” Vettel said of the clashes with Stroll. “I thought he’d leave a gap on the outside [of Turn 9] but fair enough in these conditions.”

BIG NUMBER

5

Drivers took grid penalties at Sochi

Valtteri Bottas dropped from qualifying seventh to 16th when Mercedes changed his engine for reliability reasons, Antonio Giovinazzi actually started one place higher than he qualified, despite taking a new gearbox, while Nicholas Latifi, Charles Leclerc and Max Verstappen brought up the rear of the grid after all took new engine parts beyond the allotted three for the season. Latifi started ahead after completing sectors in Q2 when Leclerc didn’t, while Verstappen only briefly appeared in Q1 and so started last.



Q&A

**GEORGE RUSSELL
WILLIAMS
DRIVER****How did you find the race overall?**

Today, especially from the dry running, that was the maximum we could've achieved. I thought we did a really good job. We knew before the race it didn't matter if we stopped late, stopped early – the other cars had so much advantage on us they'd always find a way past. But it was a really good first stint. I really struggled on the inters at the end. I don't know about the others, but I think I was one of the few drivers on used inters because we use all of our tyres in qualifying, whereas



obviously everyone was saving theirs for the final run of Q3, which ended up being slicks. And I think we lost out a lot compared to the guys on the new tyres, because in

greasy conditions the tyres were already like almost going to a slick. So maybe P8 would have been the maximum. But regardless, P10, we have some more points. We could have dreamed for more, but realistically that was a very strong result for us.

Were you surprised to hold third for so long early on?

Well, we were the fastest car on the straight. And that was really beneficial. It was a shame I

couldn't have done much more into Turn 2 [at the start]. But Carlos was quite aggressive and he had the slipstream from Lando, so I was fighting my own battle. But we were in a strong position holding P3, and I was proud we achieved that.

Can you relate to Norris losing a win late on?

For sure. I mean, it's every driver's worst nightmare – to lead in a race and start seeing rain on your visor. You're damned if you do box, you're damned if you don't box – you're in a lose-lose position. Yeah, I've been there. It definitely hurts, but he will recover. I guess you try and take the positives from it. And he'll have a victory sooner or later, I'm sure.

**RAIKKONEN
TAKES ALFA'S
BEST FINISH
FOR TWO YEARS**

Kimi Raikkonen picked up Alfa Romeo's best result in nearly two years after making a critical call to be one of the first to take intermediate tyres.

On his return after two races out with COVID-19, Raikkonen ran 10th early on before a stop for hard tyres on lap 15 meant he was shuffled out of the points, leaving him 13th before the rainfall.

Alfa Romeo gave Raikkonen its full faith on whether to switch to inters or not, with the Finn making the call on lap 47 just as Valtteri Bottas had sneaked past him.

"It was his call to come in," said Xevi Pujolar, Alfa Romeo's head of trackside engineering. "We were ready, asking continuously what is going on. When he was getting close to the pit entry, we asked, 'Now what do you think?' He said, 'Now it's getting too much, so switch to inters'"

It paid off handsomely. Raikkonen rose as high as seventh before being passed by Lando Norris on the final lap. His eighth place nevertheless was Alfa's best result since the 2019 Brazilian Grand Prix.

Antonio Giovinazzi started 17th after a pre-race gearbox change, and dropped back after contact with Mick Schumacher at Turn 2. A technical issue also left Giovinazzi without any radio after the first lap. He pitted for inters three laps later than Raikkonen, finishing 16th.

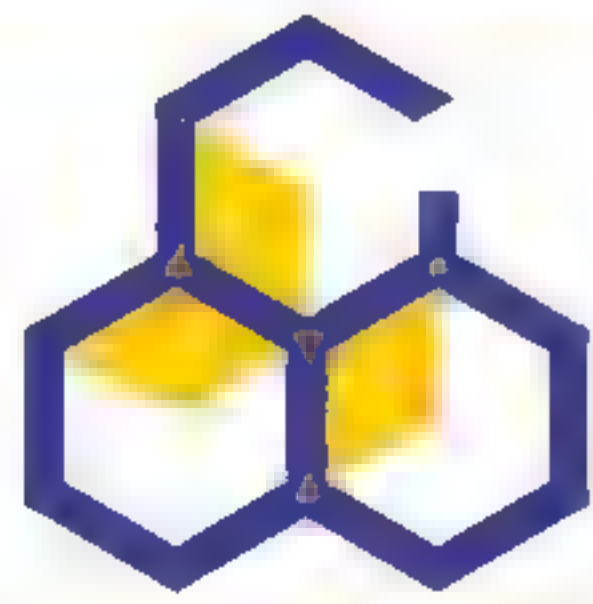
**Late rain costs Perez and Leclerc hopes of good result**

Sergio Perez and Charles Leclerc both lost shots at good results in the late rain drama at Sochi, with the Red Bull driver saying "it destroyed our chances of the podium".

Perez, who led during the middle phase of the race as one of the leading hard-tyre starters, had just taken third from Carlos Sainz Jr when the rain came down. Perez was passed by Fernando Alonso before heading to the pits on lap 50, and was overcome by five rivals who had taken

intermediates earlier. He finished ninth.

Leclerc was the last driver to move from the slicks because "we were competitive" against rivals including Perez when the rain started. But choosing not to come in when Alonso and Perez did, just as Max Verstappen was swooping past on his inters to claim third on his way to overhaul Norris, backfired badly for Leclerc. He went off and nearly got stuck at Turn 5 on the next lap before taking inters and finishing 15th.



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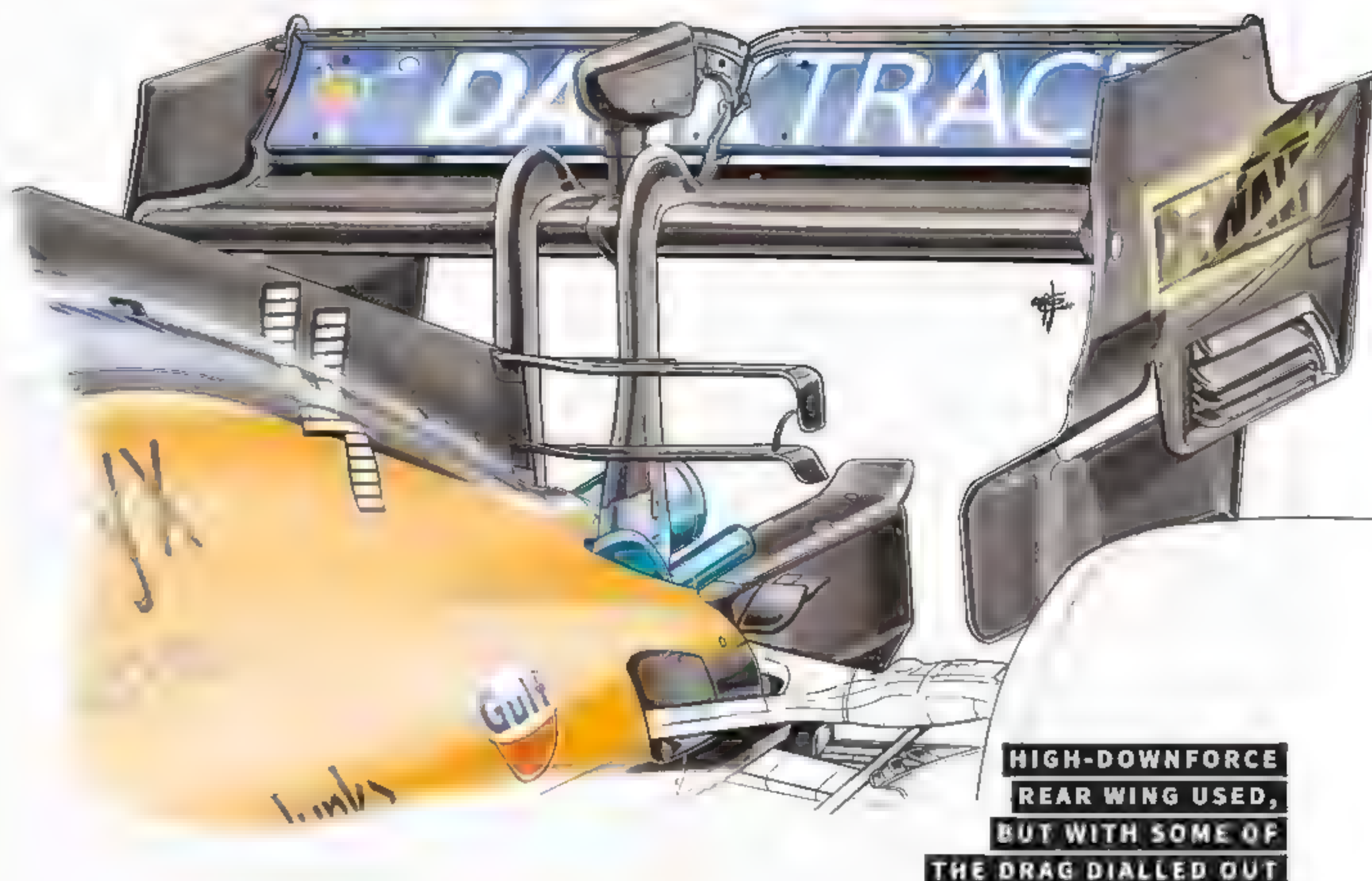
McLAREN'S RUSSIAN DRAG-BALANCING ACT

Lando Norris led the Russian Grand Prix on merit and McLaren proved to have a strong balance in the dry. The MCL35M looked typically strong on the straights, but was also fast in the final sector.

The team turned up with its standard high-downforce rear wing, but dialled out some of the drag to enjoy more straightline speed from the lengthy 'straights' on the Sochi Autodrom. Compared to Monaco for example, the mainplane and upper element were given a slight angle-of-attack reduction to take that drag out, but the set-up crucially kept enough downforce for the plethora of 90-degree corners and the slow final sector.

As Norris held off Lewis Hamilton, the Mercedes could not make enough inroads along the straights, while Norris was able to keep the gap at 1.2-1.3 seconds with a strong exit from the final corner to ensure Hamilton could not use DRS. Unfortunately, despite all the aero work the teams spend millions on, inclement weather can often spoil the party.

JAKE BOXALL-LEGGE



TEAMS STILL TRYING TO NOSE AHEAD OF RIVALS

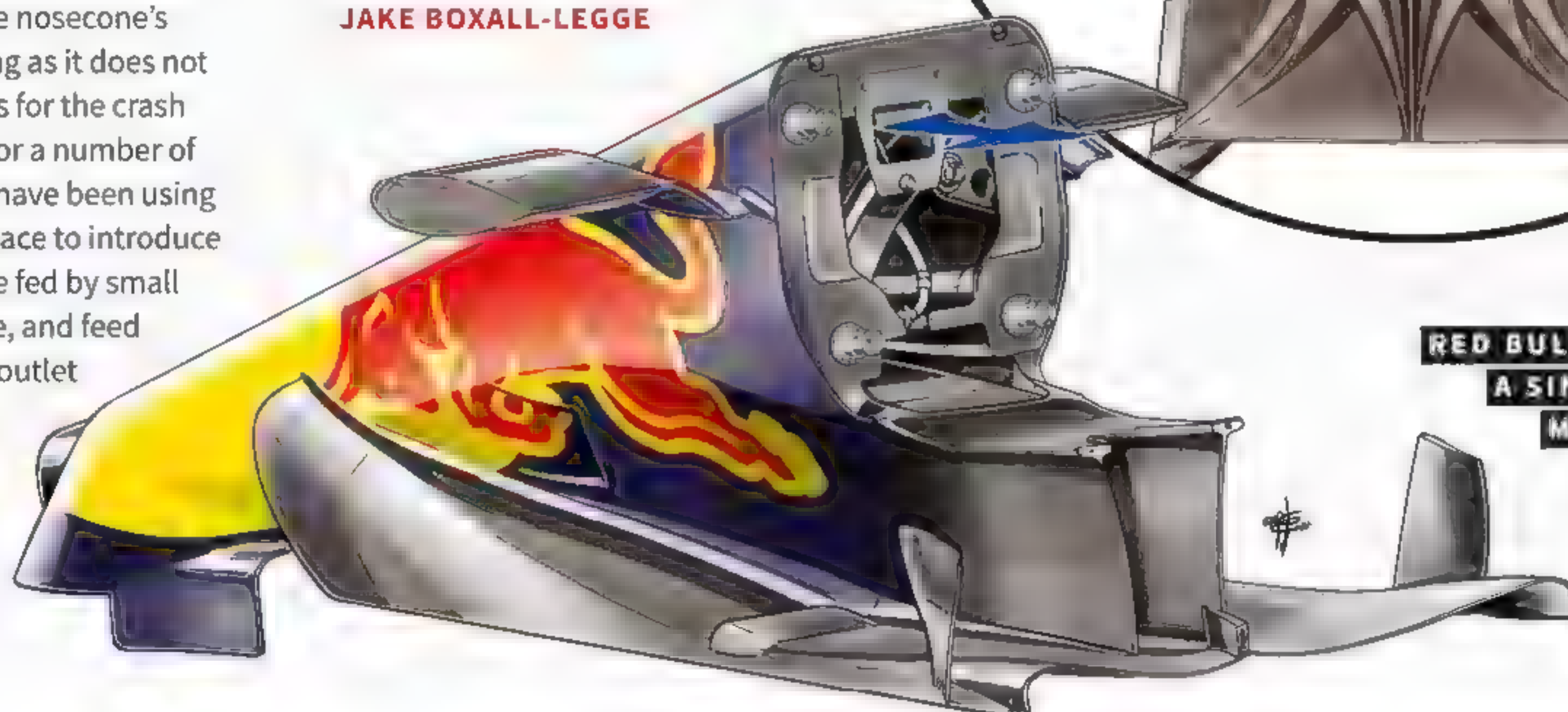
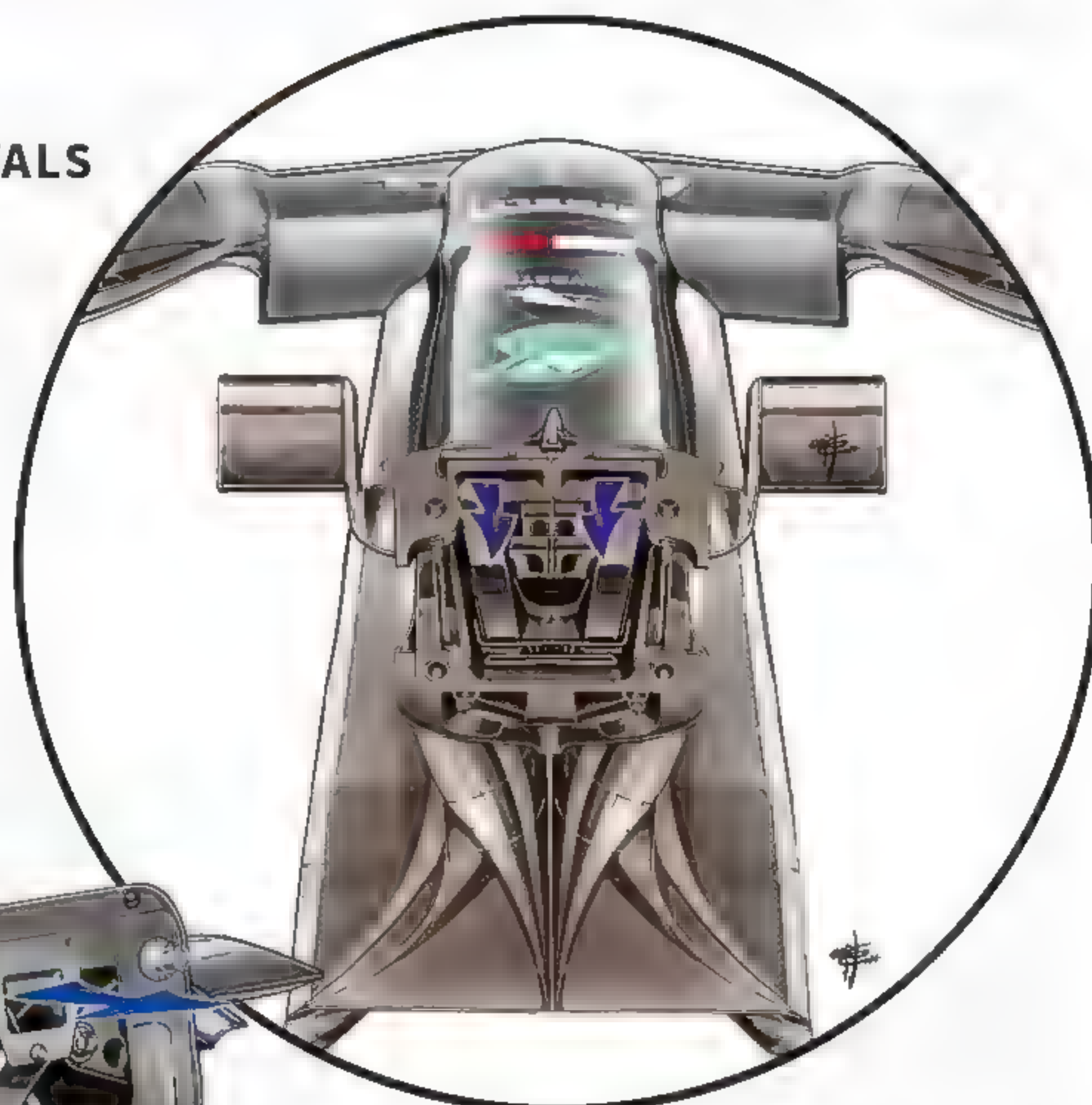
Formula 1 noses have become increasingly complex over the past few years, and much of the development across the 2019-spec reworking of the aerodynamic regulations has been in making the nose as slender as possible. Doing so reduces the airflow blockage to the floor, and provides the teams with more space to introduce the 'cape' section – the undertray that offers a bigger platform to control airflow underneath the car.

There's also the opportunity to work with the nosecone's internals, so long as it does not create problems for the crash structure, and for a number of seasons teams have been using the available space to introduce ducts. These are fed by small slots in the nose, and feed into the S-duct outlet that is often seen on top of the chassis bulkhead, recirculating turbulent air

from an area further down and moving it to the top of the car.

The Mercedes nose features a pair of ducts that operates the slot just ahead of the driver's number on the bulkhead, while Red Bull has a narrower single duct that works its protruding duct in a similar location. The keel under the Mercedes nose also joins together at the trailing edge, while Red Bull uses the inlets at the front of the nose to feed a central tunnel – both play into their differing aero philosophies.

JAKE BOXALL-LEGGE



20 Verstappen #33 no Q1 time	18 Latifi #6 no Q2 time	16 Bottas #77 1m44.710s	14 Schumacher #47 1m49.830s	12 Tsunoda #22 1m46.751s
19 Leclerc #16 no Q2 time	17 Giovinazzi #99 1m51.023s	15 Mazepin #9 1m53.764s	13 Raikkonen #7 1m49.586s	11 Gasly #10 1m46.641s

FREE PRACTICE 1

POS	DRIVER	TIME
1	Bottas	1m34.427s
2	Hamilton	1m34.638s
3	Verstappen	1m34.654s
4	Leclerc	1m35.117s
5	Vettel	1m35.781s
6	Gasly	1m35.794s
7	Sainz	1m35.811s
8	Norris	1m35.959s
9	Perez	1m36.188s
10	Alonso	1m36.225s
11	Ocon	1m36.236s
12	Stroll	1m36.522s
13	Giovinazzi	1m36.795s
14	Ricciardo	1m36.877s
15	Raikkonen	1m36.952s
16	Tsunoda	1m37.794s
17	Russell	1m38.013s
18	Latifi	1m38.155s
19	Mazepin	1m38.586s
20	Schumacher	1m38.977s

WEATHER Sunny, air 19-20C track 28-32C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Bottas	1m33.593s
2	Hamilton	1m33.637s
3	Gasly	1m33.845s
4	Norris	1m34.154s
5	Ocon	1m34.402s
6	Verstappen	1m34.621s
7	Sainz	1m34.678s
8	Alonso	1m34.762s
9	Vettel	1m34.837s
10	Leclerc	1m34.925s
11	Perez	1m34.938s
12	Raikkonen	1m35.052s
13	Russell	1m35.094s
14	Giovinazzi	1m35.178s
15	Stroll	1m35.334s
16	Latifi	1m35.411s
17	Ricciardo	1m35.630s
18	Tsunoda	1m35.954s
19	Mazepin	1m36.099s
20	Schumacher	1m36.230s

WEATHER Sunny, air 18-20C track 27-34C

FREE PRACTICE 3

CANCELLED DUE TO HEAVY RAIN



SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Hamilton	246.5	1	1
2 Verstappen	244.5	1	1
3 Bottas	151	2	1
4 Norris	139	2	1
5 Perez	120	1	2
6 Sainz	112.5	2	2
7 Leclerc	104	2	1
8 Ricciardo	95	1	4
9 Gasly	66	3	4
10 Alonso	58	4	6
11 Ocon	45	1	5
12 Vettel	35	2	5
13 Stroll	24	7	8
14 Tsunoda	18	6	7
15 Russell	16	2	2
16 Latifi	7	7	12
17 Raikkonen	6	8	13
18 Giovinazzi	1	10	7
19 Schumacher	0	12	15
20 Kubica	0	14	18
21 Mazepin	0	14	18

CONSTRUCTORS' CHAMPIONSHIP

1 Mercedes	397.5
2 Red Bull	364.5
3 McLaren	234
4 Ferrari	216
5 Alpine	103
6 AlphaTauri	84
7 Aston Martin	59
8 Williams	23
9 Alfa Romeo	7
10 Haas	0

QUALIFYING BATTLE

Hamilton	11	4	Bottas
Perez	1	13	Verstappen
Ricciardo	5	10	Norris
Vettel	9	6	Stroll
Alonso	8	7	Ocon
Leclerc	10	4	Sainz
Gasly	15	0	Tsunoda
Raikkonen	4	9	Giovinazzi
Kubica	0	2	Giovinazzi
Mazepin	2	13	Schumacher
Latifi	0	14	Russell

Based on Q1/Q2/Q3 sessions, not sprint races.
Events removed when one driver in a team could not participate for reasons outside their control

WINS		FASTEST LAPS	
Verstappen	7	Hamilton	4
Hamilton	5	Verstappen	4
Ocon	1	Bottas	2
Perez	1	Gasly	1
Ricciardo	1	Norris	1
		Perez	1
		Ricciardo	1
POLE POSITIONS			
Verstappen	6	Pole scores taken based on qualifying results, not the result of any sprint races (official F1 scores would be Verstappen 8, Hamilton 3, Bottas 1)	
Hamilton	4		
Bottas	2		
Leclerc	2		
Norris	1		

SPEED TRAP (QUALIFYING)



QUALIFYING 1

POS	DRIVER	TIME
1	Hamilton	1m45.992s
2	Bottas	1m46.396s
3	Perez	1m46.455s
4	Vettel	1m47.205s
5	Norris	1m47.238s
6	Gasly	1m47.828s
7	Alonso	1m47.877s
8	Sainz	1m47.924s
9	Ocon	1m48.099s
10	Latifi	1m48.252s
11	Russell	1m48.303s
12	Stroll	1m48.322s
13	Ricciardo	1m48.345s
14	Leclerc	1m48.470s
15	Tsunoda	1m48.854s
16	Raikkonen	1m49.586s
17	Schumacher	1m49.830s
18	Giovinazzi	1m51.023s
19	Mazepin	1m53.764s
20	Verstappen	no time

QUALIFYING 2

POS	DRIVER	TIME
1	Hamilton	1m45.129s
2	Bottas	1m45.306s
3	Alonso	1m45.514s
4	Norris	1m45.827s
5	Perez	1m45.834s
6	Ocon	1m46.070s
7	Stroll	1m46.360s
8	Ricciardo	1m46.361s
9	Russell	1m46.435s
10	Sainz	1m46.521s
11	Vettel	1m46.573s
12	Gasly	1m46.641s
13	Tsunoda	1m46.751s
14	Latifi	no time
15	Leclerc	no time

QUALIFYING 3

POS	DRIVER	TIME
1	Norris	1m41.993s
2	Sainz	1m42.510s
3	Russell	1m42.983s
4	Hamilton	1m44.050s
5	Ricciardo	1m44.156s
6	Alonso	1m44.204s
7	Bottas	1m44.710s
8	Stroll	1m44.956s
9	Perez	1m45.337s
10	Ocon	1m45.865s

WEATHER Damp but drying, air 13-14C track 15-16C



STARTING GRID

10 Vettel #5 1m46.573s	9 Ocon #31 1m45.865s	8 Perez #11 1m45.337s	7 Stroll #18 1m44.956s	6 Alonso #14 1m44.204s	5 Ricciardo #3 1m44.156s	4 Hamilton #44 1m44.050s	3 Russell #63 1m42.983s	2 Sainz #55 1m42.510s	1 Norris #4 1m41.993s
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RACE RESULTS ROUND 15/22 (53 LAPS - 192.48 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h30m41.001s	3	Mn, Hn, In
2	Max Verstappen (NLD)	Red Bull-Honda	+53.271s		Hn, Mn, In
3	Carlos Sainz Jr (ESP)	Ferrari	+1m02.475s	12	Mn, Hn, lu
4	Daniel Ricciardo (AUS)	McLaren-Mercedes	+1m05.607s	8	Mn, Hn, lu
5	Valtteri Bottas (FIN)	Mercedes	+1m07.533s		Hn, Mn, In
6	Fernando Alonso (ESP)	Alpine-Renault	+1m21.321s		Hn, Mn, In
7	Lando Norris (GBR)	McLaren-Mercedes	+1m27.224s	30	Mn, Hn, lu
8	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	+1m28.955s		Mn, Hn, In
9	Sergio Perez (MEX)	Red Bull-Honda	+1m30.076s		Hn, Mn, In
10	George Russell (GBR)	Williams-Mercedes	+1m40.551s		Mn, Hn, lu
11	Lance Stroll (CAN)	Aston Martin-Mercedes	+1m56.198s		Mn, Hn, In
12	Sebastian Vettel (DEU)	Aston Martin-Mercedes	-1 lap/+1.255s		Mn, Hn, In
13	Pierre Gasly (FRA)	AlphaTauri-Honda	-1 lap/+36.818s		Hn, Mn, In
14	Esteban Ocon (FRA)	Alpine-Renault	-1 lap/+49.743s		Mn, Hn, In
15	Charles Leclerc (MCO)	Ferrari	-1 lap/+57.659s		Hn, Mn, In
16	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap/+1m22.512s		Hn, Mn, In
17	Yuki Tsunoda (JPN)	AlphaTauri-Honda	-1 lap/+1m41.487s		Mn, Hn, Sn, lu
18	Nikita Mazepin (RUS)	Haas-Ferrari	-2 laps/+16.023s		Mn, Hn, In
19	Nicholas Latifi (CAN)	Williams-Mercedes	47laps accident damage		Mn, Hn
R	Mick Schumacher (DEU)	Haas Ferrari	32laps-hydraulic leak		Mn, Hn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Norris	1m37.423s	-	39
2	Hamilton	1m37.575s	+0.152s	43
3	Bottas	1m38.216s	+0.793s	31
4	Gasly	1m38.279s	+0.856s	35
5	Verstappen	1m38.396s	+0.973s	28
6	Alonso	1m38.686s	+1.263s	44
7	Leclerc	1m38.994s	+1.571s	45
8	Giovinazzi	1m39.058s	+1.635s	39
9	Ricciardo	1m39.124s	+1.701s	24
10	Perez	1m39.215s	+1.792s	45
11	Vettel	1m39.251s	+1.828s	44
12	Sainz	1m39.294s	+1.871s	40
13	Tsunoda	1m39.960s	+2.537s	42
14	Latifi	1m40.000s	+2.577s	42
15	Schumacher	1m40.276s	+2.853s	22
16	Raikkonen	1m40.289s	+2.866s	34
17	Stroll	1m40.464s	+3.041s	35
18	Russell	1m40.596s	+3.173s	40
19	Ocon	1m40.598s	+3.175s	34
20	Mazepin	1m41.713s	+4.290s	24

WEATHER Overcast then late rain, air 17-19C track 19-22C

WINNER'S AVERAGE SPEED 127.35mph FASTEST LAP AVERAGE SPEED 134.28mph

TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set



RACE BRIEFING

GRID PENALTIES

LECLERC required to start from the back of the grid for additional power unit elements used
VERSTAPPEN required to start from the back of the grid for additional power

unit elements used

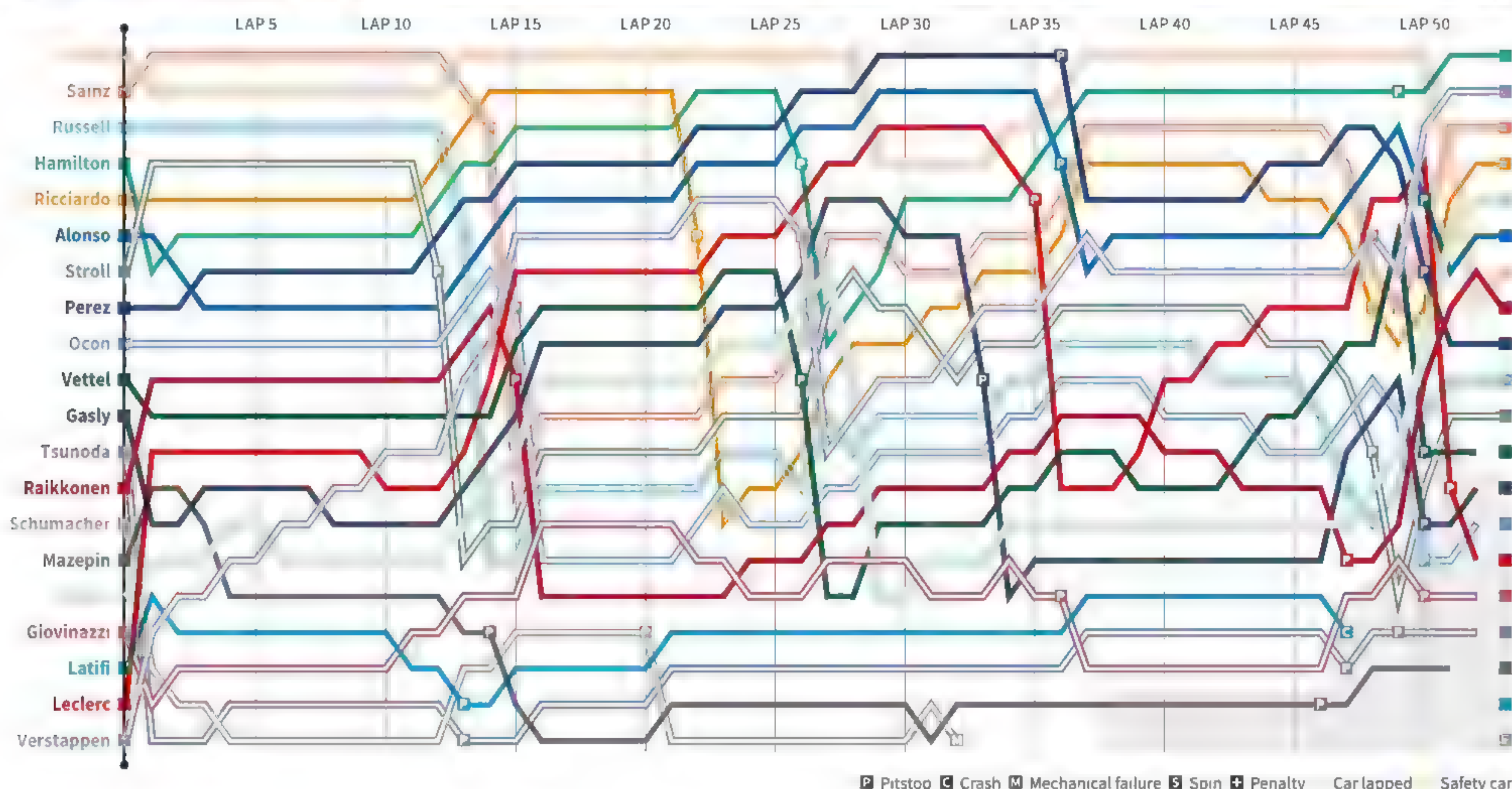
LATIFI required to start from the back of the grid for additional power unit elements used
BOTTAS 15-place penalty for additional power unit elements used

GIOVINAZZI Five-place penalty for gearbox change

RACE PENALTIES

STROLL 10-second penalty and two licence points for causing a collision

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty L Car lapped SC Safety car

NO ONE RATES FULL MARKS, ALTHOUGH FIVE COME CLOSE

A maximum score is notable by its absence in Sochi, with Verstappen, Norris, Alonso, Sainz and Russell level-pegging on nine points

ALEX KALINAUCKAS

MERCEDES



LEWIS HAMILTON

Started 4th — Result 1st

8 Qualifying pitlane crash must go down as a 'major error', as it played such a role in losing the tyre temperature needed to have any shot at pole. Raced smartly early on, then charged well in clear air and listened to his team wisely over the inters switch, which boosts his rating.



VALTTERI BOTTAS

Started 16th — Result 5th

5 Set the practice pace before it all went wrong in qualifying getting caught behind Hamilton in the pits. Had to start 16th with an engine change for reliability reasons, but it was his lack of progress compared to Leclerc and particularly Verstappen that really hurts his score.

RED BULL



SERGIO PEREZ

Started 8th — Result 9th

4 Qualified ninth when Red Bull really needed him to be in the pole hunt. In the race he played a part in his long stop by releasing his clutch while still on the stand, which meant he didn't rejoin third. Then hit the pit-entry wall coming in after his gamble not to take inters sooner backfired.



MAX VERSTAPPEN

Started 20th — Result 2nd

9 Like Hamilton, an amazing result rested on circumstances unfurling ahead, but is marked up because it was his call on when to take the inters that got him onto the podium. Obviously a qualifying non-factor with his engine-change penalty, then showed typical excellent racecraft.

McLAREN



DANIEL RICCIARDO

Started 5th — Result 4th

7 Being the slower McLaren in qualifying and contributing to the slow dry pitstop by sliding past his marks cost him. Launched superbly and then put in bold passes on Hamilton and Alonso. Was caught behind Sainz after his slow stop, but gained when rivals ahead stayed out too long on slicks.



LANDO NORRIS

Started 1st — Result 7th

9 Yes, the decision not to take inters backfired, but he'd been told not to expect heavier rain. It does mean he can't score a maximum, but brilliantly taking pole, pouncing on Sainz to retake the lead, then showing strong pace once Hamilton caught him all add up for a fine overall weekend.

ASTON MARTIN



SEBASTIAN VETTEL

Started 10th — Result 12th

6 Frustrated to get caught behind Tsunoda in Q2, but realised he should have done better earlier and was eliminated in 11th. Fell behind Raikkonen at the start and struggled to make any progress. Was one of the last to stop for inters on the understanding that the rain wouldn't be too bad.



LANCE STROLL

Started 7th — Result 11th

4 Is spared a lower score by making Q3 and for starting strongly. But it was the sheer chaos he created when the rain started that brings his rating down. Hit Vettel twice after ignoring a team call to pit, and punted Gasly after rejoining from a crash into Turn 7's barriers, for which he was penalised.

ALPINE



FERNANDO ALONSO

Started 6th — Result 6th

9 Did brilliantly in Q3 to beat Bottas to sixth. Ran long as one of the top hard-starting runners after being passed by Ricciardo, Perez and Hamilton, which meant he could close in and pass Verstappen after being undercut. Brilliant when the rain started, but stayed out too long and rued a lost podium chance.



ESTEBAN OCON

Started 9th — Result 14th

5 Marked down here for qualifying behind Alonso. Held his ground at the start and tracked Alonso early on, but struggled for pace after stopping early to cover rivals nearby. This brings his score down further as it left him lapped and rather anonymously out of the points even in the rain chaos.

FERRARI



CHARLES LECLERC

Started 19th — Result 15th

7 Dry race performance was excellent. Made a superb start and then stayed with Verstappen when the Red Bull went past. Ran long on the hards, but made his tyre offset pay nicely before the rain arrived. Decision not to pit amid a series of confusing Ferrari messages went wrong.



CARLOS SAINZ JR

Started 2nd — Result 3rd

9 Scored best F1 career grid spot by nailing the Q3 slicks switch, then brilliantly took the early lead. Hung on well to climb back to third after pitting early. Rain kept him in the podium hunt, but a slip off the road at Turn 12 just before stopping again costs him the maximum as it let Verstappen past.



ALPHATAURI



Started 11th Result 13th

6 Two team calls rather held him back. Wasn't pitted for fresh inters in Q2, which left him eliminated in 12th, then was just behind Bottas when Mercedes cannily stopped the Finn for inters, and AlphaTauri's expectation that the rain wouldn't intensify backfired.



Started 12th Result 17th

4 Still qualified behind Gasly even on a better tyre run plan in Q2. Had a first-lap shocker, losing eight places. Was ahead only of the Haases until Giovinazzi's late dry stop, then in the rain AlphaTauri's gamble to give him slicks doubly went wrong because he had to pit again for inters.

ALFA ROMEO



Started 13th Result 8th

8 Was the lead Alfa in qualifying, but couldn't build confidence in time to do better in Q1. Made a typically excellent start and then spent lots of time stuck in a DRS train chasing Ocon. It was his bold decision to pit when the rain fell that led to his late climb, so he's rewarded with a high score.



Started 17th Result 16th

5 Not getting the right temperature into his brakes in Q1 led to the problems he had on his way to qualifying 18th. Went backwards at the start for a change after being clipped by Schumacher at Turn 2. Had a tricky race from there with no radio and coped impressively.

HAAS



Started 15th Result 18th

3 Claimed 3.9s Q1 gap to his team-mate was down to not having enough time to fire fresh inters up to temperature. Excellent start brings his score up as it meant he led Schumacher for much of the race, but his needless chop across Tsunoda on his dry-stop out-lap was simply awful.



Started 14th Result 20th

6 Was lead Haas in qualifying despite a best Q1 lap that had "a few mistakes". Made a poor start, got sandwiched between Giovinazzi and Bottas, and ran at the rear of the field either side of his stop. A hydraulic problem stopped him after 32 laps just as Haas felt his pace was improving.

WILLIAMS



Started 18th Result 19th

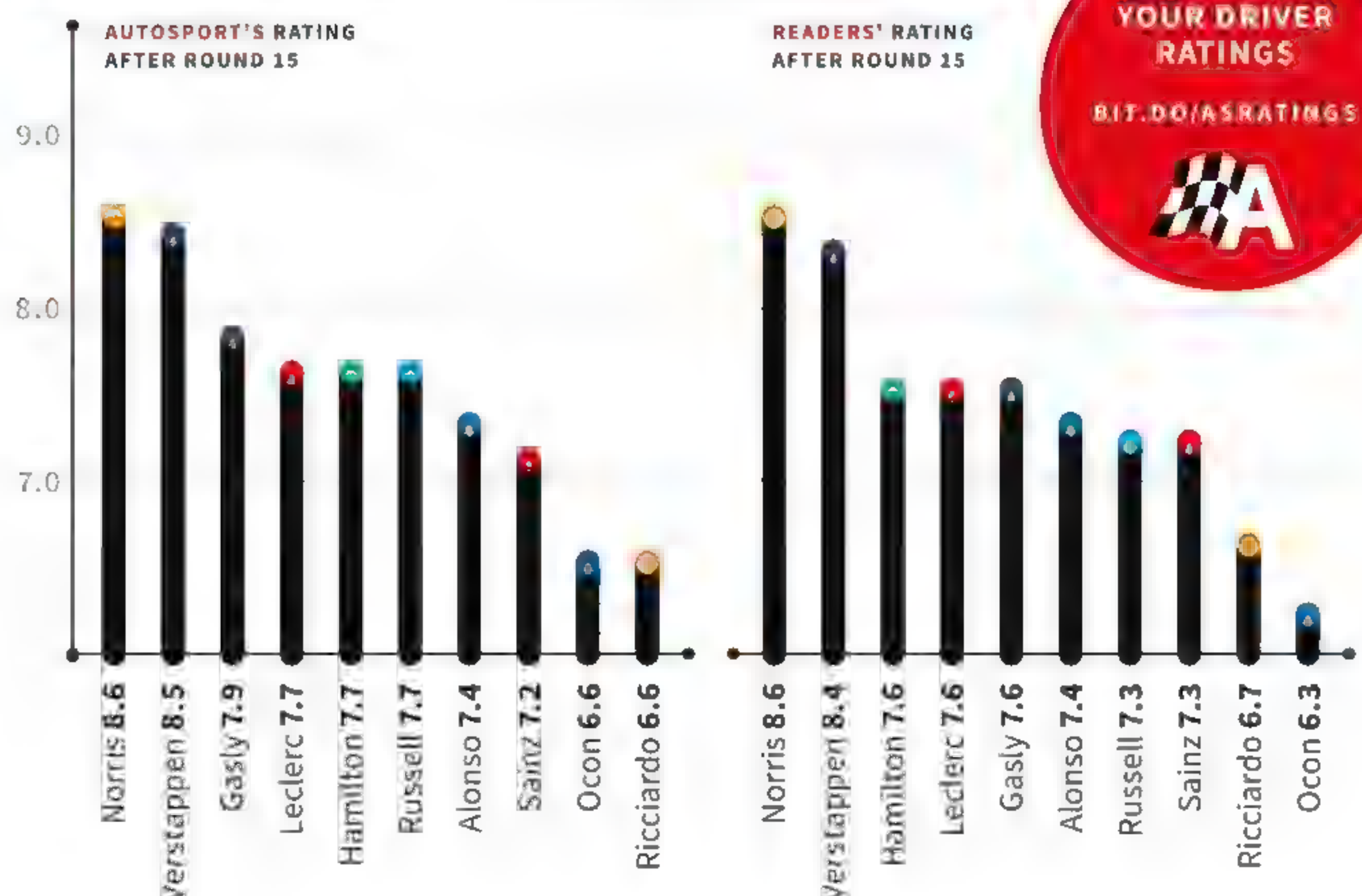
4 Looked strong in Q1 to head Russell, who was struggling running behind the Haases, then exited without competing in Q2 because of his engine change penalty. In the race he ran comfortably ahead of Tsunoda, but retired when he crashed at Turn 7 as the rain started.



Started 3rd Result 10th

9 Starred in qualifying, enacting Williams's bold Q3 plan to take slicks early, then held his third place brilliantly in the first stint ahead of much faster cars. Held 10th before the rain came. Slipping off at Turn 12 let the pursuing Raikkonen past and costs the maximum.

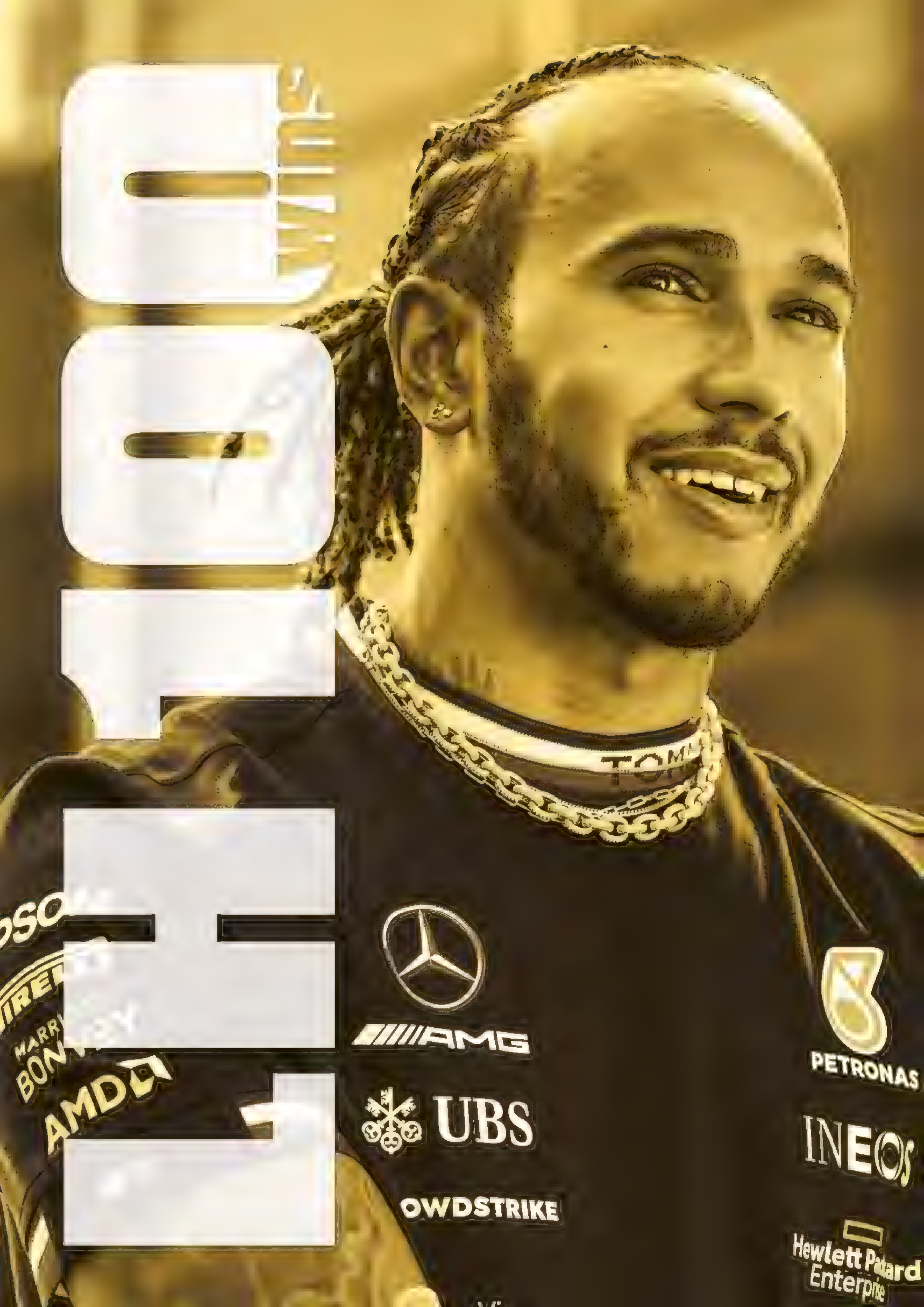
TOP 10 AVERAGE RATINGS



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01

02

03

04

05

SO
TIRE
MARR
BON
AMDA



AMG



UBS

OWDSTRIKE



PETRONAS

INEOS

Hewlett Packard
Enterprise



HAMILTON ON 100 F1 WINS

Lewis Hamilton gave his views and feelings following the Russian Grand Prix win that created a motorsport milestone

ALEX KALINAUCKAS

PHOTOGRAPHY ETHERINGTON  **motorsport**
IMAGES

Lewis Hamilton, you have just won your 100th grand prix. Tell us, how does that feel?

LEWIS HAMILTON It's taken a long time to obviously get to 100 and I wasn't even sure whether or not it would come. Lando did such an amazing job. He had incredible pace. He's doing such a great job for McLaren. It was very bitter-sweet obviously to see my old team ahead. They are doing so well. They obviously won the last race. They are doing fantastic and obviously powered by Mercedes. It's good to see them united again. Obviously the team made a great call at the end. I didn't want to let Lando go and of course I didn't know what the weather was doing, but I am incredibly grateful to all these men and women that are here and back at the factory, because, wow! One hundred!

What an incredible milestone. What does it mean to you?

LH It's a magical moment. I could only ever have dreamed of still being here and having this opportunity to win these races and get to drive against such phenomenal talent this late in my career and to continue building with Mercedes. I'm so proud of everything we've done, not only on track but also off and yeah, this is just a special moment for everyone that has been a part of it. I've had the most incredible team. Back home in my little personal team at Project 44 and then obviously you've got Angela, you've got Ellen, you've got Omar my driver, you've got Lloyd who's here with me, my security. Honestly there are too many to name, but ones that have been with me 18 years. Just forever grateful to them for their continued support and belief in

me. To my parents also. My dad... Even just last night, just the same as the first race I had or the first championship I fought in when I was eight, my dad messaging or called me last night and he has always been that one reassuring me and continuing to support me, so yeah. And as I said, there were moments where you didn't even know that if it was going to happen. So, I feel incredibly grateful for the amazing support I have had. Especially to Team LH. Team LH

Russia and all over the world, they have been absolutely magical for so long. I couldn't have done it without them.

Win 99 came back at Silverstone in July. How much have you been thinking about 100 since then?

LH Honestly, since Silverstone, that was such a special moment for me, to be in front of the home crowd obviously and it

was the first time that they'd been back so... But I haven't thought of... definitely not through my break, I don't really think about racing, I try to think about other things. The last thing you want to be thinking about is racing but of course since we've come back, we've been hoping to get a good result at some point, but they came out of the starting box and winning every race generally, and then obviously the difficult race we had last... So yeah, I didn't know when it would happen or... I knew that it would be difficult, just in terms of the pace that we have. It's good but it's not exceptional and so we definitely have work still to do, and I'm hopeful that we can try and squeeze out maybe a little bit more performance in these next races. I hope, fingers crossed. 🍀

HAMILTON'S F1 STATS

Starts: 281
Wins: 100
Poles: 101 (exc 2021 British GP)
Fastest laps: 57
Podiums: 176

Lewis Hamilton's

100
wins



FROM THE ARCHIVE

Lewis Hamilton (McLaren-Mercedes MP4-22) is calm, composed and utterly in command en route to his maiden Formula 1 victory in the 2007 Canadian Grand Prix at the Circuit

Gilles Villeneuve in Montreal, having the previous day secured his first pole position ahead of double world champion team-mate Fernando Alonso. "It's just really hard to grasp everything, it just keeps getting

better and better," said F1 rookie Hamilton. "Going into this weekend I really didn't think it would be my time. But I just had to knuckle down, keep focused and keep my mind clear and that's what I did."

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IMAGES

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Lewis Hamilton's

100
WINS

MARINA 2

FROM THE ARCHIVE

A moment of profound emotion as reality sinks in for Lewis Hamilton – he's just won the 2014 Formula 1 season finale, the Abu Dhabi Grand Prix, and the Mercedes driver is now

world champion for a second time. "This is the greatest day of my life," he said. "2008 was a special time; the feeling I have now is way, way past that. It's the greatest feeling I've ever had. This has been an incredible year,

I cannot believe how amazing it has all been – coming to this team, when people said it was the wrong choice, and the steps we took last year and this year is unbelievable. This is like an outside-the-body experience."



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2014



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Lewis Hamilton's

100

WITNESS



FROM THE ARCHIVE

Star quality shines through: Lewis Hamilton could only qualify his Mercedes W08 in fifth place for the 2017 Singapore Grand Prix, even though he said he had squeezed

everything he could out of the car, while points rival Sebastian Vettel (Ferrari SF70H) stormed to pole position. Then a spectacular crash at the start changed everything. According to Autosport's report,

crucial to Hamilton's victory was his "virtuoso performance. He didn't put a foot wrong in the race... The reward was a victory snatched from the jaws of defeat, and the biggest championship lead of the season."

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IMAGES

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HAMILTON IN HIS ADVERSARIES' WORDS

Some 18 drivers have finished runner-up to Lewis Hamilton on his way to 100 wins. Three of those recall their battles with Formula 1's centurion

JAMES NEWBOLD, ADAM COOPER AND CHARLES BRADLEY

PHOTOGRAPHY  **motorsport**
IMAGES

NICK HEIDFELD

2007 Canadian GP, 2008 Australian GP, 2008 British GP

The BMW driver followed Hamilton's McLaren home on the occasions of his first and arguably most famous wins

I knew that to fight those McLarens in Montreal, I would have to do a good start. BMW was pretty strong on the starts, so if the chance was there, I had to put it in. But the McLaren's pace was so much better that I don't think there was a chance in the race to fight for the win.

What I personally remember a lot more about Silverstone was on the radio the team telling me several times that he ran wide – but he didn't spin, he didn't lose massive amounts of time compared to other drivers who binned it. The team obviously informed me about that and I thought, 'How can he go off so often and not just stay in the gravel?' He didn't make a mistake big enough to lose the

race, so this is what I remember vividly being a bit disappointed.

THE MOMENT...

Of all the F1 drivers I met and spoke to, Lewis and Michael [Schumacher] stood out. This is not a casual conversation where you talk about the weather or whatever, but in both cases with Michael and with Lewis, it was the directness of the conversation and the atmosphere, I only ever had with them. It's hard to describe, but it was something different.

With driving, the first super-impressive thing to me is that in the first year, he took it to [Fernando] Alonso, who is one of the best drivers we've



ever seen in F1. To come into F1 in your first season and be on par with Alonso was just absolutely amazing.

In Monaco I was able to watch the cars at the circuit. Alonso was more precise and consistent, Hamilton did seem to have the best car control and went the closest to the walls. At that moment, I could see he was something special.

FELIPE MASSA

2008 Chinese GP (Ferrari), 2014 Abu Dhabi GP (Williams)

Aided by team orders to second in China at the height of his 2008 title fight with Hamilton, the Brazilian was at a different stage of his career in 2014 as Hamilton clinched his second title

Actually in China 2008, I was third. Kimi [Raikkonen] helped me, he was second, so we swapped positions. Which was nice, because I did the same with Kimi the year before in the last race, and he won the championship. Lewis was better than everybody there, and I finished second.

Abu Dhabi 2014 was an amazing race because the year before Williams was almost last [ninth] in the [constructors'] championship and we finished third [in 2014]. That was such an important race. I had the chance to win, because I was catching Lewis. I stopped and I put the soft tyres on, and I was pushing massively, but it was





not enough to catch him. Then unfortunately my tyres were losing performance in the laps that I was really close, but anyway, it was a great race.

ON HAMILTON...

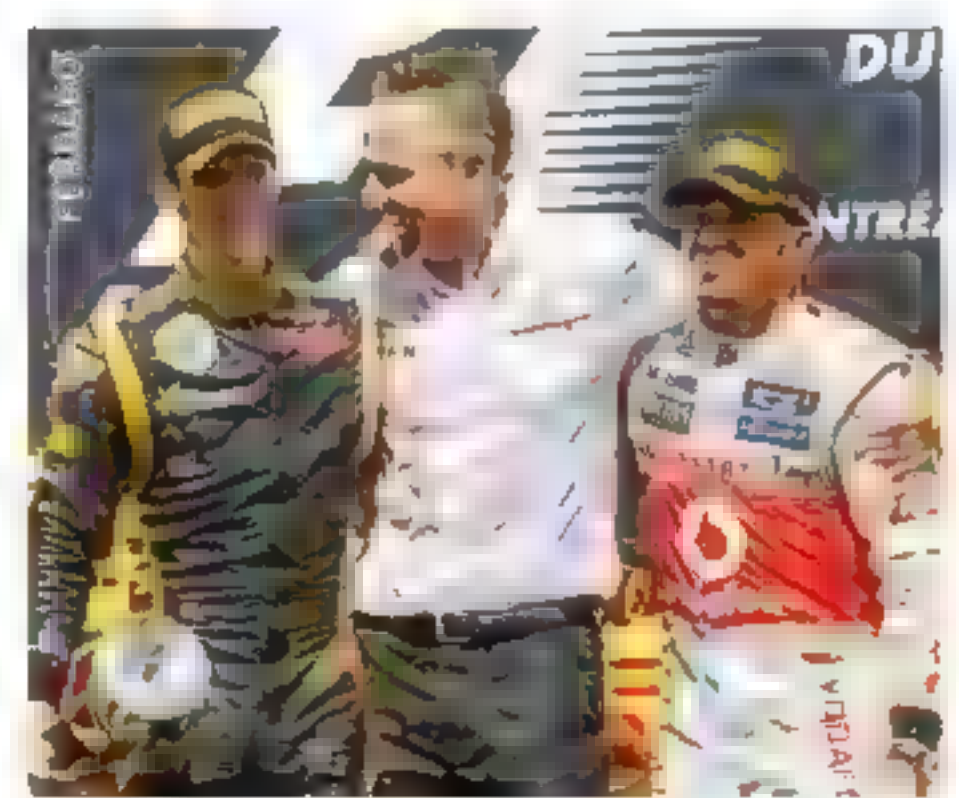
When Lewis started in F1, it was clear, his level. He had Fernando Alonso next to him, and he didn't win the championship because of his mistake, the race in China that he went straight [into the gravel] going to the pits. He lost the championship only because of his mistakes on that season, and you already saw the level he was.

The year after it was the same, he was fighting. For sure, everything that happened in that year with me, unlucky moments and situations like Singapore [fuel rig not detaching from the car while leading], situations like Budapest, when I had an engine failure. But his level was clear. For sure, nobody expected that he will beat Michael [Schumacher's wins tally], something that was almost impossible to believe. What he's doing with a car, is just different. It's similar to Ayrton Senna, even Michael, that little different perfection.

ROMAIN GROSJEAN

2012 Canadian GP

In the Lotus-Renault driver's breakout season, he nailed a one-stop strategy to chase Hamilton across the line in Montreal



This was my second podium in F1 with Lotus. I started seventh, and the key to this podium was being able to make it on one stop. I remember I got overtaken at the start by the Force India of [Paul] di Resta and I lost some time behind him. If it wasn't for him, I think we'd have taken the win.

I moved up to sixth, and I thought that was going to be the end result, which I was OK with. But then [Mark] Webber went off in the chicane and pitted again, and the rest of the guys in front started to struggle with their tyres. Fernando [Alonso] was trying to do the same [one-stop] strategy as me but his tyres dropped off badly so I passed him on the back straight. I was like, 'Holy moly!'

Then Lewis came out from his second stop just in front of me. He went away to start with, then started coming back.

It was quite a funny race. I genuinely thought I was going to win at one point, and the gap [2.5 seconds] was not a lot between us at the finish.

ON HAMILTON...

The speed of him is not in doubt, you need the speed, but the really impressive thing about Lewis is he always puts himself in the right situation when he's racing. Max [Verstappen] is the opposite this year, even with the fastest car.

Lewis always plays smartly, that's one of his meanest tricks. It's knowing what to do and what not to do. That's what makes him so successful. He drives very intelligently. He knows this year he doesn't have the fastest car, so he's changed his approach this season, and it's like he's helping Max to throw it away. *W*

Lewis Hamilton's

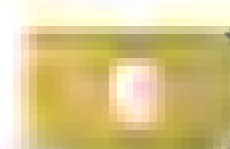


COMPILED BY KEVIN TURNER



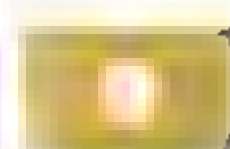
2007 Canadian GP Montreal

Car McLaren MP4-22
Starting position 1st
Winning margin 4.343s
Second Nick Heidfeld (BMW Sauber)



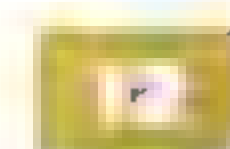
2008 Monaco GP Monte Carlo

Car McLaren MP4-23
Starting position 3rd
Winning margin 3.064s
Second Robert Kubica (BMW Sauber)



2008 Chinese GP Shanghai

Car McLaren MP4-23
Starting position 1st
Winning margin 14.925s
Second Felipe Massa (Ferrari)



2010 Turkish GP Istanbul Park

Car McLaren MP4-25
Starting position 2nd
Winning margin 2.645s
Second Jenson Button (McLaren)



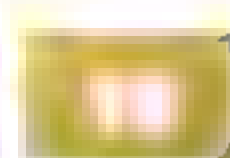
2007 United States GP Indianapolis

Car McLaren MP4-22
Starting position 1st
Winning margin 1.518s
Second Fernando Alonso (McLaren)



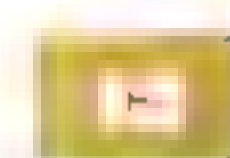
2008 British GP Silverstone

Car McLaren MP4-23
Starting position 4th
Winning margin 1m08.577s
Second Nick Heidfeld (BMW Sauber)



2009 Hungarian GP Hungaroring

Car McLaren MP4-24
Starting position 4th
Winning margin 11.529s
Second Kimi Raikkonen (Ferrari)



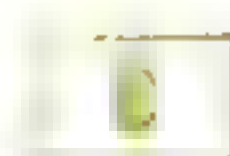
2010 Canadian GP Montreal

Car McLaren MP4-25
Starting position 1st
Winning margin 2.254s
Second Jenson Button (McLaren)



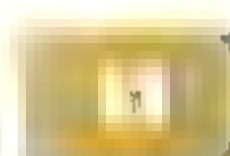
2007 Hungarian GP Hungaroring

Car McLaren MP4-22
Starting position 1st
Winning margin 0.715s
Second Kimi Raikkonen (Ferrari)



2008 German GP Hockenheim

Car McLaren MP4-23
Starting position 1st
Winning margin 5.586s
Second Nelson Piquet Jr (Renault)



2009 Singapore GP Marina Bay

Car McLaren MP4-24
Starting position 1st
Winning margin 9.634s
Second Timo Glock (Toyota)



2010 Belgian GP Spa

Car McLaren MP4-25
Starting position 2nd
Winning margin 1.571s
Second Mark Webber (Red Bull)



2007 Japanese GP Fuji

Car McLaren MP4-22
Starting position 1st
Winning margin 8.377s
Second Heikki Kovalainen (Renault)



2008 Australian GP Melbourne

Car McLaren MP4-23
Starting position 1st
Winning margin 5.478s
Second Nick Heidfeld (BMW Sauber)



2011 Chinese GP Shanghai

Car McLaren MP4-26
Starting position 3rd
Winning margin 5.198s
Second Sebastian Vettel (Red Bull)



2011 German GP Nurburgring

Car McLaren MP4-26
Starting position 2nd
Winning margin 3.980s
Second Fernando Alonso (Ferrari)



WINNING MARGINS	
Hamilton's grid positions for the 100 victories	
1	59
2	27
3	7
4	3
6	2
5	1
14	1



2011 Abu Dhabi GP Yas Marina

Car McLaren MP4-26
Starting position 2nd
Winning margin 8.457s
Second Fernando Alonso (Ferrari)

2012 Canadian GP Montreal

Car McLaren MP4-27
Starting position 2nd
Winning margin 2.513s
Second Romain Grosjean (Lotus)

2012 Hungarian GP Hungaroring

Car McLaren MP4-27
Starting position 1st
Winning margin 1.032s
Second Kimi Raikkonen (Lotus)

2012 Italian GP Monza

Car McLaren MP4-27
Starting position 1st
Winning margin 4.356s
Second Sergio Perez (Sauber)

2012 United States GP Austin

Car McLaren MP4-27
Starting position 2nd
Winning margin 0.675s
Second Sebastian Vettel (Red Bull)

2013 Hungarian GP Hungaroring

Car Mercedes W04
Starting position 1st
Winning margin 10.938s
Second Kimi Raikkonen (Lotus)

2014 Malaysian GP Sepang

Car Mercedes W05
Starting position 1st
Winning margin 17.313s
Second Nico Rosberg (Mercedes)

2014 Bahrain GP Bahrain

Car Mercedes W05
Starting position 2nd
Winning margin 1.085s
Second Nico Rosberg (Mercedes)



2014 Chinese GP Shanghai

Car Mercedes W05
Starting position 1st
Winning margin 18.062s
Second Nico Rosberg (Mercedes)

2014 Spanish GP Barcelona

Car Mercedes W05
Starting position 1st
Winning margin 0.636s
Second Nico Rosberg (Mercedes)

2014 British GP Silverstone

Car Mercedes W05
Starting position 6th
Winning margin 30.135s
Second Valtteri Bottas (Williams)

2014 Italian GP Monza

Car Mercedes W05
Starting position 1st
Winning margin 3.175s
Second Nico Rosberg (Mercedes)

2014 Singapore GP Marina Bay

Car Mercedes W05
Starting position 1st
Winning margin 13.534s
Second Sebastian Vettel (Red Bull)

2014 Japanese GP Suzuka

Car Mercedes W05
Starting position 2nd
Winning margin 9.180s
Second Nico Rosberg (Mercedes)

2014 Russian GP Sochi

Car Mercedes W05
Starting position 1st
Winning margin 13.657s
Second Nico Rosberg (Mercedes)

2014 United States GP Austin

Car Mercedes W05
Starting position 2nd
Winning margin 4.314s
Second Nico Rosberg (Mercedes)

LEWIS HAMILTON'S 100 WINS THE STATS

2014 Abu Dhabi GP Yas Marina

Car Mercedes W05
Starting position 2nd
Winning margin 2.576s
Second Felipe Massa (Williams)

2015 Australian GP Melbourne

Car Mercedes W06
Starting position 1st
Winning margin 1.360s
Second Nico Rosberg (Mercedes)

2015 Chinese GP Shanghai

Car Mercedes W06
Starting position 1st
Winning margin 0.714s
Second Nico Rosberg (Mercedes)

2015 Bahrain GP Bahrain

Car Mercedes W06
Starting position 1st
Winning margin 3.380s
Second Kimi Raikkonen (Ferrari)

2015 Canadian GP Montreal

Car Mercedes W06
Starting position 1st
Winning margin 2.285s
Second Nico Rosberg (Mercedes)

2015 British GP Silverstone

Car Mercedes W06
Starting position 1st
Winning margin 10.956s
Second Nico Rosberg (Mercedes)

2015 Belgian GP Spa

Car Mercedes W06
Starting position 1st
Winning margin 2.058s
Second Nico Rosberg (Mercedes)

2015 Italian GP Monza

Car Mercedes W06
Starting position 1st
Winning margin 25.042s
Second Sebastian Vettel (Ferrari)

2015 Japanese GP Suzuka

Car Mercedes W06
Starting position 2nd
Winning margin 18.964s
Second Nico Rosberg (Mercedes)

2015 Russian GP Sochi

Car Mercedes W06
Starting position 2nd
Winning margin 5.953s
Second Sebastian Vettel (Ferrari)



2015 United States GP Austin

Car Mercedes W06
Starting position 2nd
Winning margin 2.850s
Second Nico Rosberg (Mercedes)

2016 Hungarian GP Hungaroring

Car Mercedes W07
Starting position 2nd
Winning margin 1.977s
Second Nico Rosberg (Mercedes)

2016 Monaco GP Monte Carlo

Car Mercedes W07
Starting position 3rd
Winning margin 7.252s
Second Daniel Ricciardo (Red Bull)

2016 German GP Hockenheim

Car Mercedes W07
Starting position 2nd
Winning margin 6.996s
Second Daniel Ricciardo (Red Bull)

2016 Canadian GP Montreal

Car Mercedes W07
Starting position 1st
Winning margin 5.011s
Second Sebastian Vettel (Ferrari)

2016 United States GP Austin

Car Mercedes W07
Starting position 1st
Winning margin 4.520s
Second Nico Rosberg (Mercedes)

2016 Austrian GP Red Bull Ring

Car Mercedes W07
Starting position 1st
Winning margin 5.719s
Second Max Verstappen (Red Bull)

2016 Mexican GP Mexico City

Car Mercedes W07
Starting position 1st
Winning margin 8.354s
Second Nico Rosberg (Mercedes)

2016 British GP Silverstone

Car Mercedes W07
Starting position 1st
Winning margin 8.250s
Second Max Verstappen (Red Bull)

2016 Brazilian GP Interlagos

Car Mercedes W07
Starting position 1st
Winning margin 11.455s
Second Nico Rosberg (Mercedes)

CIRCUITS	
The circuits where Hamilton has racked up his record	
Hungaroring	8
Silverstone	8
Montreal	7
Shanghai	6
Barcelona	6
Austin	5
Monza	5
Yas Marina	5
Bahrain	5
Sochi	5
Marina Bay	4
Suzuka	4
Spa	4
Hockenheim	3
Monte Carlo	3
Melbourne	2
Interlagos	2
Paul Ricard	2
Mexico City	2
Red Bull Ring	2
Nurburgring	2
Istanbul Park	2
Algarve	2
Indianapolis	1
Fuji	1
Sepang	1
Baku	1
Mugello	1
Imola	1





Autosport's top 10 Hamilton F1 wins

- 1 2008 British GP
- 2 2018 Italian GP
- 3 2020 Turkish GP
- 4 2014 Bahrain GP
- 5 2011 Chinese GP
- 6 2019 Monaco GP
- 7 2008 German GP
- 8 2011 German GP
- 9 2012 United States GP
- 10 2013 Hungarian GP

2016 Abu Dhabi GP
Yas Marina

Car Mercedes W07
Starting position 1st
Winning margin 0.439s
Second Nico Rosberg (Mercedes)

2017 Chinese GP
Shanghai

Car Mercedes W08
Starting position 1st
Winning margin 6.250s
Second Sebastian Vettel (Ferrari)

2017 Spanish GP
Barcelona

Car Mercedes W08
Starting position 1st
Winning margin 3.490s
Second Sebastian Vettel (Ferrari)

2017 Canadian GP
Montreal

Car Mercedes W08
Starting position 1st
Winning margin 19.783s
Second Valtteri Bottas (Mercedes)

2017 British GP
Silverstone

Car Mercedes W08
Starting position 1st
Winning margin 14.063s
Second Valtteri Bottas (Mercedes)



2017 Belgian GP
Spa

Car Mercedes W08
Starting position 1st
Winning margin 2.358s
Second Sebastian Vettel (Ferrari)

2017 Italian GP
Monza

Car Mercedes W08
Starting position 1st
Winning margin 4.471s
Second Valtteri Bottas (Mercedes)

2017 Singapore GP
Marina Bay

Car Mercedes W08
Starting position 5th
Winning margin 4.507s
Second Daniel Ricciardo (Red Bull)

2017 Japanese GP
Suzuka

Car Mercedes W08
Starting position 1st
Winning margin 1.211s
Second Max Verstappen (Red Bull)

2017 United States GP
Austin

Car Mercedes W08
Starting position 1st
Winning margin 10.143s
Second Sebastian Vettel (Ferrari)

2018 Azerbaijan GP
Baku

Car Mercedes W09
Starting position 2nd
Winning margin 2.460s
Second Kimi Raikkonen (Ferrari)

2018 Spanish GP
Barcelona

Car Mercedes W09
Starting position 1st
Winning margin 20.593s
Second Valtteri Bottas (Mercedes)

2018 French GP
Paul Ricard

Car Mercedes W09
Starting position 1st
Winning margin 7.090s
Second Max Verstappen (Red Bull)

2018 German GP
Hockenheim

Car Mercedes W09
Starting position 14th
Winning margin 4.535s
Second Valtteri Bottas (Mercedes)

2018 Hungarian GP
Hungaroring

Car Mercedes W09
Starting position 1st
Winning margin 17.123s
Second Sebastian Vettel (Ferrari)

2018 Italian GP
Monza

Car Mercedes W09
Starting position 3rd
Winning margin 8.705s
Second Kimi Raikkonen (Ferrari)

Drivers finishing second to Hamilton in his 100 wins	
Nico Rosberg	20
Valtteri Bottas	19
Max Verstappen	17
Sebastian Vettel	15
Kimi Raikkonen	7
Nick Heidfeld	3
Fernando Alonso	3
Daniel Ricciardo	3
Jenson Button	2
Felipe Massa	2
Sergio Perez	2
Heikki Kovalainen	1
Robert Kubica	1
Nelson Piquet Jr	1
Timo Glock	1
Mark Webber	1
Romain Grosjean	1
Charles Leclerc	1



2018 Singapore GP Marina Bay

Car Mercedes W09
Starting position 1st
Winning margin 8.961s
Second Max Verstappen (Red Bull)

2018 Russian GP Sochi

Car Mercedes W09
Starting position 2nd
Winning margin 2.545s
Second Valtteri Bottas (Mercedes)

2018 Japanese GP Suzuka

Car Mercedes W09
Starting position 1st
Winning margin 12.919s
Second Valtteri Bottas (Mercedes)

2018 Brazilian GP Interlagos

Car Mercedes W09
Starting position 1st
Winning margin 1.469s
Second Max Verstappen (Red Bull)

2018 Abu Dhabi GP Yas Marina

Car Mercedes W09
Starting position 1st
Winning margin 2.581s
Second Sebastian Vettel (Ferrari)

2019 Bahrain GP Bahrain

Car Mercedes W10
Starting position 3rd
Winning margin 2.980s
Second Valtteri Bottas (Mercedes)

2019 Chinese GP Shanghai

Car Mercedes W10
Starting position 2nd
Winning margin 6.552s
Second Valtteri Bottas (Mercedes)

2019 Spanish GP Barcelona

Car Mercedes W10
Starting position 2nd
Winning margin 4.074s
Second Valtteri Bottas (Mercedes)

2019 Monaco GP Monte Carlo

Car Mercedes W10
Starting position 1st
Winning margin 2.602s
Second Sebastian Vettel (Ferrari)

2019 Canadian GP Montreal

Car Mercedes W10
Starting position 2nd
Winning margin 3.658s
Second Sebastian Vettel (Ferrari)

2019 French GP Paul Ricard

Car Mercedes W10
Starting position 1st
Winning margin 18.056s
Second Valtteri Bottas (Mercedes)

2019 British GP Silverstone

Car Mercedes W10
Starting position 2nd
Winning margin 24.928s
Second Valtteri Bottas (Mercedes)

2019 Hungarian GP Hungaroring

Car Mercedes W10
Starting position 3rd
Winning margin 17.796s
Second Max Verstappen (Red Bull)

2019 Russian GP Sochi

Car Mercedes W10
Starting position 2nd
Winning margin 3.829s
Second Valtteri Bottas (Mercedes)

2019 Mexican GP Mexico City

Car Mercedes W10
Starting position 3rd
Winning margin 1.766s
Second Sebastian Vettel (Ferrari)

2019 Abu Dhabi GP Yas Marina

Car Mercedes W10
Starting position 1st
Winning margin 16.772s
Second Max Verstappen (Red Bull)





2020 Styrian GP
Red Bull Ring

Car Mercedes W11
Starting position 1st
Winning margin 13.719s
Second Valtteri Bottas (Mercedes)

2020 Hungarian GP
Hungaroring

Car Mercedes W11
Starting position 1st
Winning margin 8.702s
Second Max Verstappen (Red Bull)

2020 British GP
Silverstone

Car Mercedes W11
Starting position 1st
Winning margin 5.856s
Second Max Verstappen (Red Bull)

2020 Spanish GP
Barcelona

Car Mercedes W11
Starting position 1st
Winning margin 24.177s
Second Max Verstappen (Red Bull)

2020 Belgian GP
Spa

Car Mercedes W11
Starting position 1st
Winning margin 8.448s
Second Valtteri Bottas (Mercedes)

2020 Tuscan GP
 Mugello

Car Mercedes W11
Starting position 1st
Winning margin 4.880s
Second Valtteri Bottas (Mercedes)

2020 Eifel GP
Nurburgring

Car Mercedes W11
Starting position 2nd
Winning margin 4.470s
Second Max Verstappen (Red Bull)

2020 Portuguese GP
Algarve

Car Mercedes W11
Starting position 1st
Winning margin 25.592s
Second Valtteri Bottas (Mercedes)

2020 Emilia Romagna GP
Imola

Car Mercedes W11
Starting position 2nd
Winning margin 5.783s
Second Valtteri Bottas (Mercedes)

2021 Bahrain GP
Bahrain

Car Mercedes W12
Starting position 2nd
Winning margin 0.745s
Second Max Verstappen (Red Bull)

2021 Portuguese GP
Algarve

Car Mercedes W12
Starting position 2nd
Winning margin 29.148s
Second Max Verstappen (Red Bull)

2021 Spanish GP
Barcelona

Car Mercedes W12
Starting position 1st
Winning margin 15.841s
Second Max Verstappen (Red Bull)



2020 Turkish GP
Istanbul Park

Car Mercedes W11
Starting position 6th
Winning margin 31.633s
Second Sergio Perez (Racing Point)

2020 Bahrain GP
Bahrain

Car Mercedes W11
Starting position 1st
Winning margin 1.254s
Second Max Verstappen (Red Bull)

2021 British GP
Silverstone

Car Mercedes W12
Starting position 2nd
Winning margin 3.871s
Second Charles Leclerc (Ferrari)

2021 Russian GP
Sochi

Car Mercedes W12
Starting position 4th
Winning margin 53.271s
Second Max Verstappen (Red Bull)

Butcher leads
Ingram, Cook and
Moffat in race two.
He hung on with
heavy ballast.



Butcher is the prime cut at Silverstone

The Toyota driver was on unbeatable form across practice, qualifying and the first two races, as the title contenders had up-and-down weekends

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES



The Toyota Corolla was floating through Copse Corner. There are three raised kerbs on the inside, and its precision guiding meant the car's right-rear wheel was striking the first, briefly airborne before gravity brought that wheel down on the third, the push from this downward slope then allowing maximum momentum on the run down to Maggotts and Becketts. Rory Butcher has a lovely, cultured, classical driving style, notwithstanding his unfortunate knack of spectacular exits from races. And Speedworks Motorsport had given him a car that was allowing him to beautifully express this.

It had been the same last time out at Croft. Butcher had looked a shoo-in for a top grid position, if not pole, in North Yorkshire, only for the engine to let go before he'd properly got going in qualifying. Weekend ruined, but now down to 10th in the points and therefore carrying only 9kg of success ballast. At Silverstone, the British Touring Car Championship cowed before his and the Toyota's mastery. Fastest in both free practice sessions, top of the first qualifying period, pole position in the top-10 shootout, and two wins — one with the 9kg, one with 75kg, his penalty for victory in the opening race.

The NGTC ruleset has been in operation in the BTCC for a decade now, and the proliferation of standard parts means that one front-wheel-drive car should be much like any other. But there are still clearly significant differences in set-up. It was the departure from Speedworks last winter of Tom Ingram and his engineer Spencer Aldridge that led to the recruitment of Butcher and veteran tin-top technician Paul Ridgway. Ingram appears to have a peculiar preference for hanging onto a kart-like rollerskate; Butcher enjoys more feel before he can strut his stuff. This is what he believes he now has.

"It couldn't really have gone much better to be honest," he smiled after qualifying, despite suffering back pain that had afflicted him since the morning. "The car is feeling so good and it just shows the hard work that's gone on over the past few months to give me what I want from it. I felt like I could have gone faster than I did — certainly in the final sector I dropped a bit of time. But we're on pole, and that's a big moment for us as a team."

That pole came despite not finding a tow in the Q2 shootout, which some reckon is worth at least a couple of tenths around the Silverstone National Circuit. There was a brief bit of faffing around with the weekend's surprise package — Dan Lloyd in his Power Maxed Racing Vauxhall Astra — on their 'build' laps, before Butcher got fed up and just went. "I'd given him a tow earlier, thinking he might repay the favour at the end," chuckled the Scot. "But... why would he?"

Joining the Toyota on the front row was its former driver: >>



Cook sprayed the champagne, but would have to hand trophy back

“It feels like you’re in a race car whereas before it didn’t really do what you wanted it to do”

Ingram with his Excelr8 Motorsport Hyundai i30 N. Now shorn of 27kg of success weight (down from 66kg to 39kg) since Ingram’s Croft travails, the Hyundai had come alive. In the opposite direction, Jake Hill entered the weekend as the new runner-up and, with 66kg on his Motorbase-operated MB Motorsport Ford Focus, he gridded up a dismal 22nd. “That’s what I’ve been saying all year,” said a happy but exasperated Ingram. “Look at Jake this weekend – it’s actually nice to have seen it [Hill’s struggles]. You just can’t compete – the weight is too much. You can still compete with 48kg, but I think that’s the limit for a front-wheel-drive car. Now the car feels alive – it feels like you’re in a race car whereas before it didn’t really do what you wanted it to do.”

Ingram shot into the lead at the start. The polesitting British F4 car from the previous race had dropped some oil on the grid, and water was used to clear it up. Terrific idea. After a lengthy clean-up, the BTCC was ready to go, and Butcher was ready to compensate for the slippery surface. “I adjusted the start in anticipation of some wheelspin, but I overcooked it and just ended up bogging down,” he explained. It was surely just a matter of time before the Toyota moved back in front, which Butcher did with a dive into the Brooklands left-hander on the third lap, and in doing so sparked one of the controversies of the weekend.

The clear-up of a first-lap incident at the following Luffield bend was still being covered by yellow flags, and Ingram was convinced that Butcher’s move was illegal. But the positioning of the first yellow was quite deep into Brooklands, and it appears that the Toyota may have been just in front by the time the two cars were adjacent to the flag. “I thought the flags had gone away,” said Butcher. “That’s why I did the move. I then had a look back to check.” Ingram added: “If there hadn’t been a yellow, I knew Rory was massively quick so I wouldn’t have defended because it would have slowed us both down.”

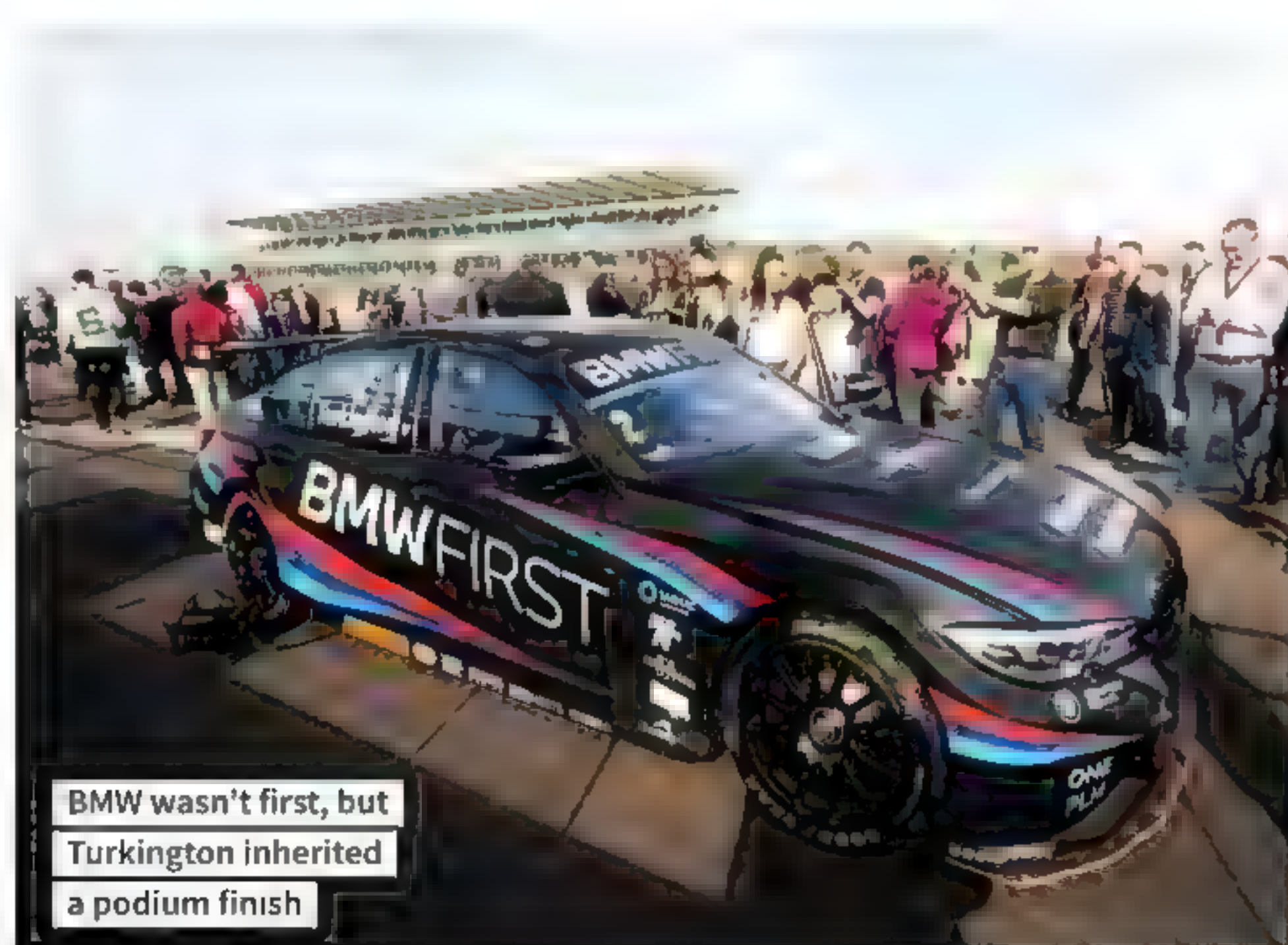
Given his pace advantage, it’s perhaps fair to say that Butcher could have been a little less eager to get in front. The Toyota stretched its lead to almost four seconds with three laps remaining. It was easy pickings, while Ingram had to defend from the impressive Lloyd, who equally had Aiden Moffat’s Laser Tools Racing Infiniti Q50 latching onto his rear as the race wore on. Lloyd picked up a lot of plaudits for the way he competed last weekend. “Dan and I have raced each other since 2007 [in karts],” said Ingram approvingly. “You know what you’re getting, and I enjoy racing with him. He’s a safe pair of hands. I knew nothing crazy would happen, and all I had to do was cover him off.”

With Butcher now on 75kg of ballast and Ingram on 66kg, the



second race looked tough for both. But once again, the Hyundai didn’t carry upper-echelon weight too well. This allowed Butcher to open up a handy advantage of 2.2s in between the two safety car interludes, while Ingram put everything into defence from Josh Cook’s BTC Racing Honda Civic Type R. As usual, Cook was really impressive, qualifying fourth with 48kg of ballast. A vibration from the steering in free practice set him back, but Cook and Senna Proctor played the team game nicely with towing in Q1, which allowed the tall Bath redhead to do his stuff in the top-10 shootout. He then fended off Colin Turkington’s West Surrey Racing-run BMW 330i M Sport for fifth in the opener.

That lost Cook a little bit of weight – down to 39kg – for the sequel, and it was too much for Ingram. There was plenty of leaning as he made the pass with eight laps to go, but it was all good tin-top racing, and then he set off after Butcher. Cue more terrific touring car stuff... On the final lap, Cook tried a brave move down the inside of Butcher into Brooklands. The problem for him was that Butcher was already on the inside. The smell of grass lingered in the air as the Honda sailed past the Toyota, but ran wide mid-corner, allowing Butcher to cut back and claim another victory. “The safety car broke my rhythm twice, and we didn’t know what was going on with the weight we have,” said Butcher. “But I had just enough pace, and when Cook and Ingram battled I could build a gap.” Of the final lap, he added: “I was almost on the grass, never mind Josh! I had to open the steering lock and let him go by.”



BMW wasn’t first, but Turkington inherited a podium finish



Ingram, here holding off
Lloyd in opener, had a
strong Silverstone

“Tom drove a very wide car, and then with Rory I had to go for it,” explained Cook, who was already glum because he knew what was coming... The BTC Honda had failed the rideheight test after the race. While Cook originally thought that was a result of his bump over the grass and kerbs with the last-lap move on Butcher, it turned out that a right-front wishbone had broken earlier in the race. “At least I know it [the rideheight failure] wasn’t my fault,” he grimaced. Cook’s exclusion meant Ingram was promoted to second, and from the queue of cars behind him it was Turkington who moved up to third. The BMW man got past Moffat with a couple of laps remaining, and the ever-more-impressive Scot unsurprisingly allowed championship-leading team-mate Ash Sutton past on the final tour for what became fourth.

And here is another interesting subplot: the form of Moffat means that Sutton, who pretty much won the 2020 title on his own, has a capable wingman for his 2021 bid. “Everyone will be sitting there

in their briefings saying, ‘What’s Aiden going to do?’” pointed out Sutton’s engineer Antonio Carrozza on Sunday morning. “We know the car’s good – it’s been about working on his driving.” Moffat, as a result, has been in the simulator three times per week, driving race weekends. As good as Sutton is, no one is perfect, and his BMR side of the Laser Tools garage was disappointed with his qualifying position of eighth: he lost four laps to track-limits offences in the shootout, and one of them would have given him fifth.

Sutton then felt squeezed out by Turkington’s WSR team-mate, Stephen Jelley, in the opening race before recovering to seventh. In contrast to the front-wheel-drive cars, the Infiniti carries success ballast well, yet it was a remarkable feat for Sutton to set that race’s fastest lap with the full whack of 75kg on board. That result put him down to 27kg for the second encounter, and more stealthy progress was made by the two-time champion.

But Sutton’s fourth place was good only for eighth at the start >>

WOE CONTINUES FOR PLATO AND SHEDDEN

“I’m bored now,” grumbled Jason Plato after the final race at Silverstone. “I’m not racing, I’m merely circulating.”

The Power Maxed Racing Vauxhall Astras of Dan Lloyd and Plato sat on the front row for the reversed-grid finale. A chance for all-time BTCC wins record holder Plato to move one step closer to his magic century? Within 100 yards of the start it appeared not. He was instantly passed by Jake Hill, and finally dropped to sixth.

A new engine had gone into the Astra for Sunday, but Plato reckoned it hadn’t made much difference. “We’re shit on the straights,” he continued. “As soon as I’m behind anyone else, it affects the charge temperature and I lose 15 to 20bhp. I’m just looking in my



mirrors. And if I make a slight mistake, they’re all coming past me.”

There was woe too at the Team Dynamics Honda squad run by Plato’s former nemesis Matt Neal. The lanky three-time champion is

worried about what he claims is a shortage of control electronic parts supplied by Cosworth, which will become obsolete at the end of 2021 with the arrival of the new hybrid (which debuted last weekend, see *Pit & Paddock*). Dan Rowbottom suffered a misfire in Q1, then had a part transferred from the sister Civic of Gordon Shedden for the shootout.

While Rowbottom went on to take three solid points finishes, Shedden failed to notch up a single score. An incident with Senna Proctor in race one and a revival of his Thruxton warfare with Jade Edwards in the sequel resulted in each of the two BTC Honda pilots receiving reprimands and two penalty points on their licences. It’s been a tough comeback season for the three-time champion.



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of the reversed-grid finale, with the top 11 inverted. Lloyd had struggled with ballast in race two, and he lined up on pole with Jason Plato alongside, and Hill third. This was an Ingram-style recovery from Hill, who'd followed his qualifying travails with a dismal opening race battling the tailenders. Baffling, considering his Ford usually carries weight well. "I have no explanation for why we're struggling," he muttered. "I had 66kg at Croft [for race two, after winning the opener] and we disappeared off into the sunset. What we're seeing on the data is I'm losing four tenths to my team-mates with no weight, because they can get out of the corners."

With no ballast for race two, Hill was one of the fastest on track and climbed to ninth thanks to late passes on the Vauxhalls, and an inadvertent bump-and-run on Proctor that speared the BTC Honda into the series' Mr Unlucky, WSR BMW battler Tom Oliphant. Once he'd passed Plato at the start of the finale, it was all about biding his time and working out how to pass Lloyd. This came just before half-distance, when Hill got down the inside at Luffield and

Sutton lines up a move
on Rowbottom on his
rise up through the field





“It was about bagging those points, and all my rivals with weight were a long way behind”

completed the move into Copse. “I’ve got a lot of respect for Dan, so a big thank you to him for playing fair,” said Hill as he joined the Lloyd Appreciation Society. “We’ve battled before, but never at the front. I had to work out where he was weak, but I’d done him in race two at the same place, so I figured if I did it anywhere it would be there. His Swindon [TOCA] engine was so fast in a straight line, but I had a better car in the last sector.”

Following his moment with Jelley in race one, Sutton was cautious in clearing the BMW in this one, but once he’d done that he passed Chris Smiley’s Excelr8 Hyundai and had nearly latched onto Lloyd by the end. Another good result, and a 36-point advantage heading into the final two rounds. “It was about bagging those points, and all my rivals with weight were a long way behind,” he concluded. Turkington too was satisfied with his weekend. A good start had launched him outside Sutton into Copse, but he ran out of road, got bundled down the order to 12th, and had to pick his way methodically back up to eighth. “I’ve enjoyed this weekend,” he said. “It’s been a lot of good racing — I feel like we’ve been at war!”

Butcher and Ingram? They slumped to 13th and 12th respectively — it’s harder to carry that weight when you’re in the pack than at the front. “It’s been a real pleasure to drive every single lap,” said Butcher before the finale. And with the Toyota only up to 27kg for the next round at Donington Park, and just Brands Hatch GP to come after that, both circuits where he flew last year, can he be the Scottish fly in the ointment as the series heads to its conclusion? ✂

➔ **PSS BTCC RESULTS**

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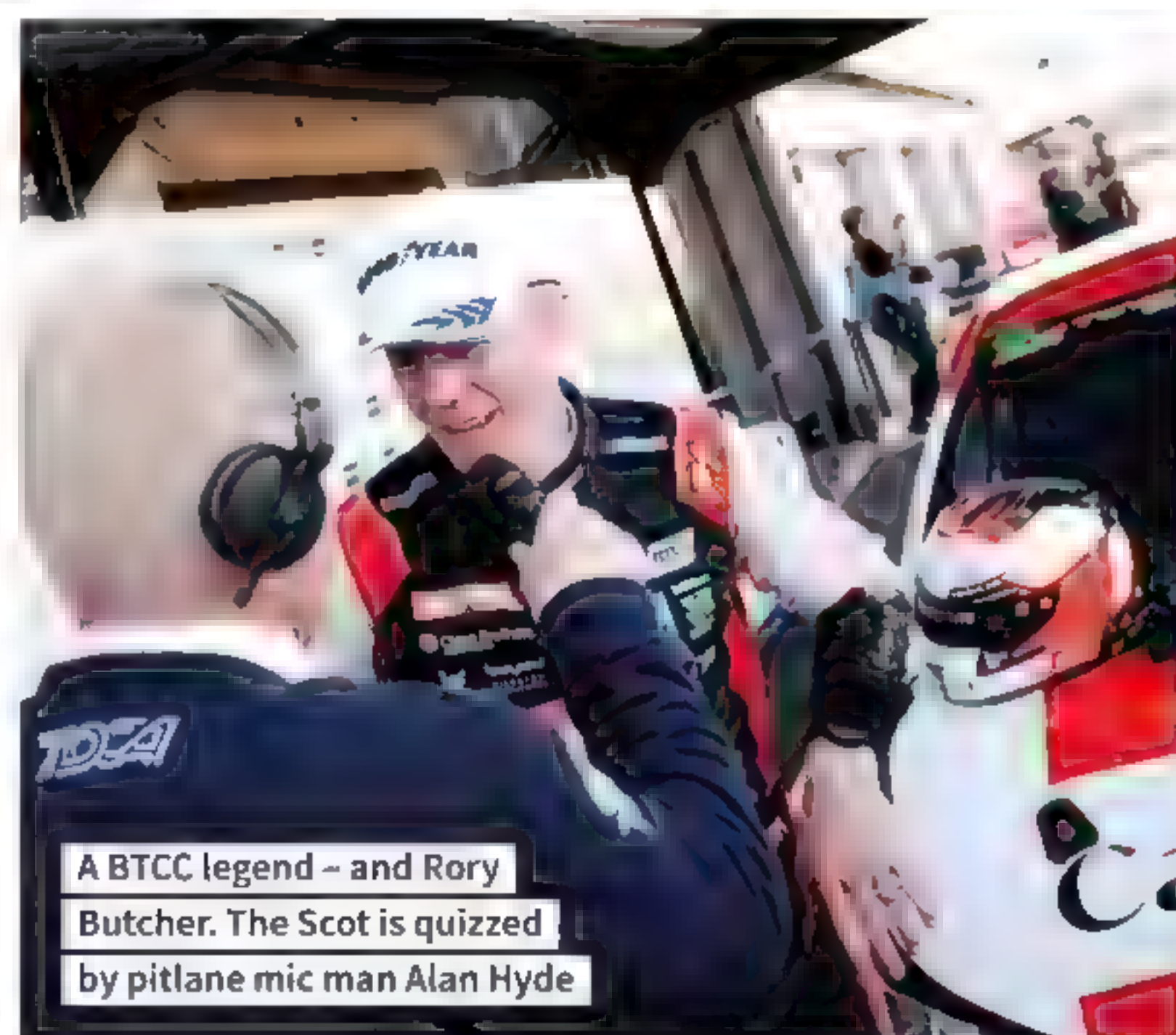
RESULTS ROUND 8/10, SILVERSTONE (GBR), 26 SEPTEMBER RACE 1 (22 LAPS - 36.089 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla (9kg)	21m21.142s
2	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N (39kg)	+3.262s
3	Dan Lloyd (GBR)	Power Maxed Racing / Vauxhall Astra	+3.666s
4	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50 (27kg)	+4.263s
5	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (48kg)	+6.674s
6	Colin Turkington (GBR)	West Surrey Racing / BMW 330i M Sport (57kg)	+6.929s
7	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (75kg)	+7.379s
8	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R	+8.113s
9	Stephen Jelley (GBR)	West Surrey Racing / BMW 330i M Sport	+10.154s
10	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra	+10.564s
11	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport	+10.757s
12	Ollie Jackson (GBR)	MB Motorsport (Motorbase) / Ford Focus	+16.981s
13	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N	+17.270s
14	Senna Proctor (GBR)	BTC Racing / Honda Civic Type R (21kg)	+17.621s
15	Carl Boardley (GBR)	Laser Tools Racing / Infiniti Q50	+18.009s
16	Sam Osborne (GBR)	Motorbase Performance / Ford Focus	+18.763s
17	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	+19.410s
18	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N	+19.886s
19	Jack Goff (GBR)	Team Hard / Cupra Leon	+23.460s
20	Tom Chilton (GBR)	Ciceley Motorsport / BMW 330i M Sport	+23.822s
21	Jake Hill (GBR)	MB Motorsport (Motorbase) / Ford Focus (66kg)	+24.904s
22	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+25.239s
23	Rick Parfitt (GBR)	Excelr8 Motorsport / Hyundai i30 N	+26.015s
24	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	+28.099s
25	Andrew Jordan (GBR)	Speedworks Motorsport / Toyota Corolla (hybrid)	+30.593s
R	Andy Neate (GBR)	Motorbase Performance / Ford Focus	2 laps-accident damage
R	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330i M Sport (15kg)	1 lap-accident damage
R	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R (33kg)	0 laps-accident
R	Sam Smelt (GBR)	Speedworks Motorsport / Toyota Corolla	0 laps-accident
R	Jack Mitchell (GBR)	Team Hard / Cupra Leon	0 laps-mechanical

Winner's average speed 101.41mph. **Fastest lap** Sutton 57.613s, 102.50mph.

QUALIFYING

Q2 1 Butcher 57.440s; 2 Ingram 57.456s; 3 Moffat 57.510s; 4 Cook 57.615s; 5 Lloyd 57.640s; 6 Turkington 57.678s; 7 Rowbottom 57.729s; 8 Sutton 57.774s; 9 Jelley 57.811s; 10 Plato 57.901s.
Q1 Butcher 57.383s; Turkington 57.452s; Ingram 57.486s; Rowbottom 57.579s; Sutton 57.600s; Cook 57.632s; Lloyd 57.652s; Plato 57.656s; Moffat 57.690s; Jelley 57.690s; 11 Chilton 57.692s; 12 Oliphant 57.703s; 13 Proctor 57.721s; 14 Shedden 57.738s; 15 Smiley 57.750s; 16 Boardley 57.758s; 17 Jackson 57.775s; 18 Smelt 57.788s; 19 Butel 57.854s; 20 Osborne 57.933s; 21 Morgan 57.934s; 22 Hill 57.945s; 23 Taylor-Smith 57.973s; 24 Neate 58.091s; 25 Mitchell 58.097s; 26 Parfitt 58.108s; 27 Edwards 58.125s; 28 Goff 58.156s; 29 Hamilton 58.433s; 30 Jordan 57.889s*. *started all races from pitlane.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (25 LAPS - 41.010 MILES)

1 Butcher (75kg) 27m16.006s; 2 Ingram (66kg) +3.021s; 3 Turkington (33kg) +3.162s; 4 Sutton (27kg) +3.456s; 5 Moffat (48kg) +3.492s; 6 Rowbottom (21kg) +4.182s; 7 Smiley +4.494s; 8 Jelley (15kg) +5.550s; 9 Hill +6.706s; 10 Plato (9kg) +7.031s; 11 Lloyd (57kg) +7.036s; 12 Taylor-Smith +7.796s; 13 Chilton +8.348s; 14 Osborne +9.570s; 15 Goff +9.728s; 16 Butel +10.036s; 17 Morgan +10.166s; 18 Jackson +10.773s; 19 Shedden +11.066s; 20 Jordan +11.621s; 21 Oliphant +13.751s; 22 Mitchell +14.902s; 23 Neate +15.589s; 24 Parfitt +15.754s; 25 Hamilton +24.217s; **EX Cook** (39kg) +0.665s; R Boardley 19 laps-damage; R Proctor 18 laps-accident damage; R Smelt 10 laps-alternator; R Edwards 7 laps-accident.
Winner's average speed 90.24mph. **Fastest lap** Jordan 58.038s, 101.75mph. FL point given to Proctor 58.104s, 101.63mph.

GRID RACE 3 Decided by result of Race 2, with top 11 reversed.

RACE 3 (22 LAPS - 36.089 MILES)

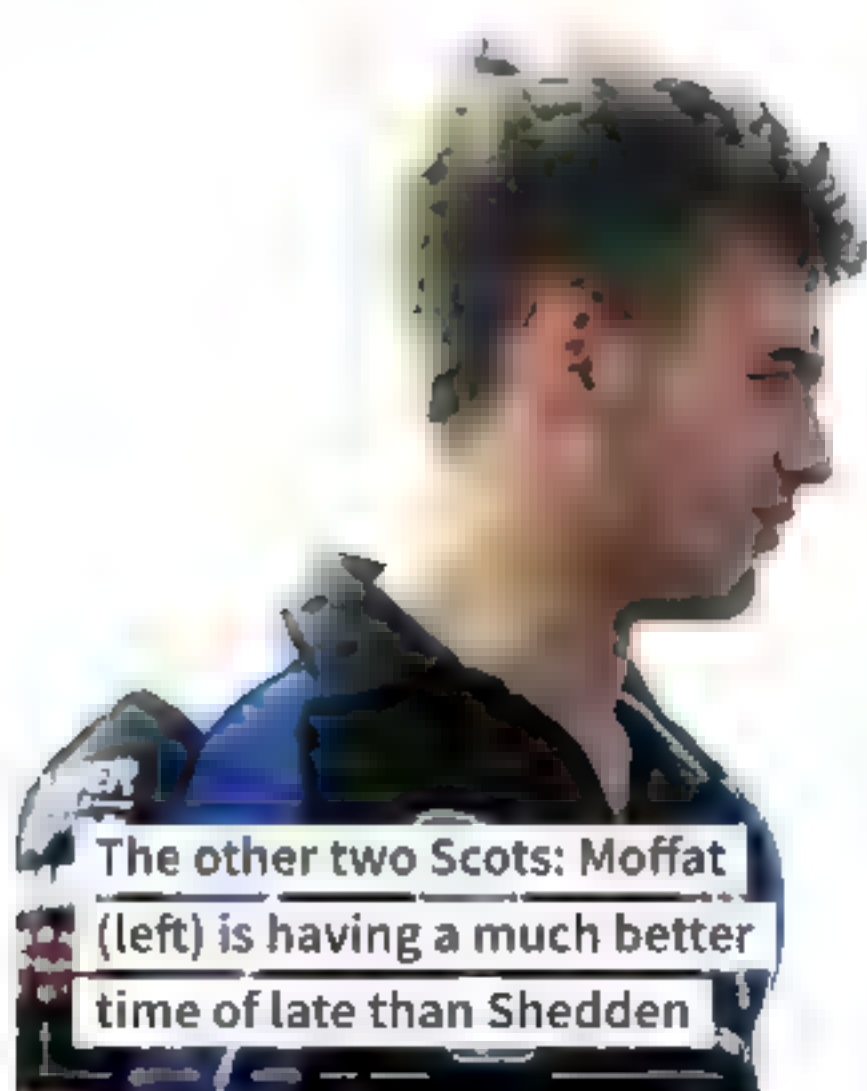
1 Hill (9kg) 21m24.184s; 2 Lloyd +0.698s; 3 Sutton (39kg) +1.444s; 4 Smiley (21kg) +4.474s; 5 Jelley (15kg) +4.906s; 6 Plato +5.269s; 7 Moffat (33kg) +5.476s; 8 Turkington (48kg) +6.146s; 9 Rowbottom (27kg) +7.740s; 10 Jackson +8.731s; 11 Oliphant +8.938s; 12 Ingram (57kg) +10.652s; 13 Butcher (75kg) +11.434s; 14 Taylor-Smith +12.965s; 15 Goff +13.277s; 16 Morgan +13.566s; 17 Proctor +14.111s; 18 Cook (66kg) +15.390s; 19 Boardley +15.487s; 20 Smelt +16.120s; 21 Shedden +16.273s; 22 Parfitt +20.854s; 23 Butel +21.147s; 24 Edwards +21.405s; 25 Osborne +22.992s; 26 Neate +27.816s; 27 Hamilton +28.265s; 28 Chilton +28.534s; R Mitchell 8 laps-accident damage; R Jordan 6 laps-exhaust manifold.
Winner's average speed 101.17mph. **Fastest lap** Hill 57.848s, 102.08mph.

CHAMPIONSHIP 1 Sutton 285; 2 Ingram 249; 3 Hill 247; 4 Turkington 245; 5 Cook 222; 6 Moffat 196; 7 Butcher 187; 8 Proctor 165; 9 Shedden 165; 10 Rowbottom 164.

NEXT EVENT

DONINGTON PARK 14 OCTOBER ISSUE

It's the penultimate round, and Sutton's front-wheel-drive challengers are fearing the ballast...



P80 SUPPORTS REPORT

All the action from the Ginetta, Porsche, Mini and F4 support races



Palou takes a deserving title as Herta wins again

The new IndyCar champion has been compared to Scott Dixon, praised for his focus and for being the complete package. That sets the bar high for the rest of his career and is ominous for his rivals

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  **motorsport**
IMAGES

Josef Newgarden and Chip Ganassi don't have a lot in common even if each admires the other's ability, but they agree on one matter: the 2021 IndyCar Series champion Alex Palou reminds them of his team-mate and multiple title winner Scott Dixon.

Ganassi was in polite and quite expansive mood when he met with the media after seeing Palou score his team's 14th drivers' title since 1996 but, asked if his new champ reminded him of any of the team's alumni, he seemed momentarily stumped. Pushed on the subject, he eventually said: "He's a lot like Dixon. Not a lot of baggage, just focuses. Yeah, a lot like Dixon."

Newgarden came up with the same comparison somewhat quicker. He had just lost the Grand Prix of Long Beach to Colton Herta, yet had finished close enough to Palou in the final standings to perhaps think back to the Road America race. There, a transmission issue caused him to drop from the lead to 21st with two laps to go, gift-wrapping the win for Palou. Yet magnanimously, Newgarden failed to raise the topic.

"I said earlier in the year I think from the crop of young drivers he looks the most complete... He's definitely been very complete all year," said the 2017 and 2019 champ. "Seems to be very Dixon-esque in a lot of ways. Scott has been sort of the

measure over the last couple of decades of how you be a champion. Alex seems to embody that pretty well."

Indeed he does. It will be interesting in years to come to see how he behaves in a championship showdown should he arrive as the driver who needs to beat his rival on track to clinch the crown, but for now we can say with certainty that he handled the tension of this title fight in exemplary fashion. Of course, needing 'only' to finish 11th even if Pato O'Ward won and scored all the bonus points, it was the Ganassi driver who had the far easier job – but he also could be forgiven for feeling nervous. Situations can change fast in motorsport, and an early crash –



Weekend pacesetter
Herta picked up his
third win of the season

hardly unheard of in the congested streets of the classic 1.968-mile course – could have resulted in his being ranked 28th...

During opening practice, the two title protagonists – there were actually three, but Newgarden's only hope lay in Palou not starting the race – had differing fortunes. Palou got to grips with the hitherto unfamiliar course with his usual aplomb and already looked capable of qualifying on the first two rows. O'Ward, by contrast, was deeply unhappy with his Arrow McLaren SP Dallara-Chevrolet, languishing in 16th.

Second practice was inconclusive: neither driver got in a truly representative time on Firestone's softer compound while the track was at its best, but O'Ward's mood had lightened, the AMSP team having worked wonders overnight to give him something he could work with. It would still require some of his fast-handed magic come qualifying to get it in the Fast Six, but he'd managed that at Laguna Seca, and improvisation on street courses is without doubt one of his fortes.

But then they both got dumped on by fate – or race control – when it mattered. Having both reached Q2 – something that the weekend's pacesetter Colton Herta had failed to do, having stayed too long on black tyres in Q1 and grazed the wall, bending a toe link – both O'Ward and Palou should have made it into the Fast Six. But then a car issue for Will Power intervened.

The Penske driver had rounded the blind

Turn 8 corner to find Jack Harvey's Meyer Shank Racing machine sitting nose first in a tyre wall in Q1, and had wiped off its left-rear corner and damaged its sidepod and rear wing. Having set a fast enough time to graduate to Q2, Power saw his crew miraculously rebuild his car in time for that second segment of qualifying but, while trying to wrestle a time from it to make the Fast Six, he kissed the Turn 9 wall, which sent his already damaged gearbox into paroxysms. His car trickled to a halt way off the racing surface at the outside of Turn 10, but it was enough to prompt a local yellow.

Well aware of potential punishment for failing to heed yellow flags – the rules state a driver should back off by at least 15% – both O'Ward and Palou came off the gas, the Spaniard knowing he was out of the top six. O'Ward, by contrast, was sixth when the yellow flew, yet when others imprudently went through the caution zone at barely reduced rate, he was bumped down the order. To his chagrin, only one of those, Ed Jones, lost his best lap time and would start ninth, between O'Ward and Palou...

At the dreadful start, with only the top six – polesitter Newgarden, Dixon, Helio Castroneves, Simon Pagenaud, Felix Rosenqvist and Romain Grosjean – in any semblance of grid formation, O'Ward managed to outbrake James Hinchcliffe for seventh at Turn 1 to move onto the tail of Grosjean. But coming to the 30mph hairpin that ends the lap, Jones dived inside

“Palou got to grips with the hitherto unfamiliar course with his usual aplomb”

Hinchcliffe and ran just long enough to nudge the right-rear of O'Ward's car and send it into a spin. Palou had a front-row seat for the action – indeed, his front wing nudged into the slowed Dale Coyne Racing car – and he admitted he was sorry to see his rival lose out like that. O'Ward kept the engine running but rejoined last but one, that one being Sebastien Bourdais, who had been thumped into a spin-and-stall by Rinus VeeKay.

The other major beneficiary of this incident that caused a major traffic jam at the hairpin was Herta, who finished the lap in 10th having started 14th.

The subsequent yellow allowed O'Ward to pit for a checkover and then catch the tail of the pack, but his title hopes had faded to negligible. They were then eliminated on lap 19 of 85 as he accelerated out of the hairpin and the right-rear halfshaft let go, surely the result of the earlier impact. O'Ward drove slowly down the straight until he could pull over near the pit exit, causing the >>

second caution of the day.

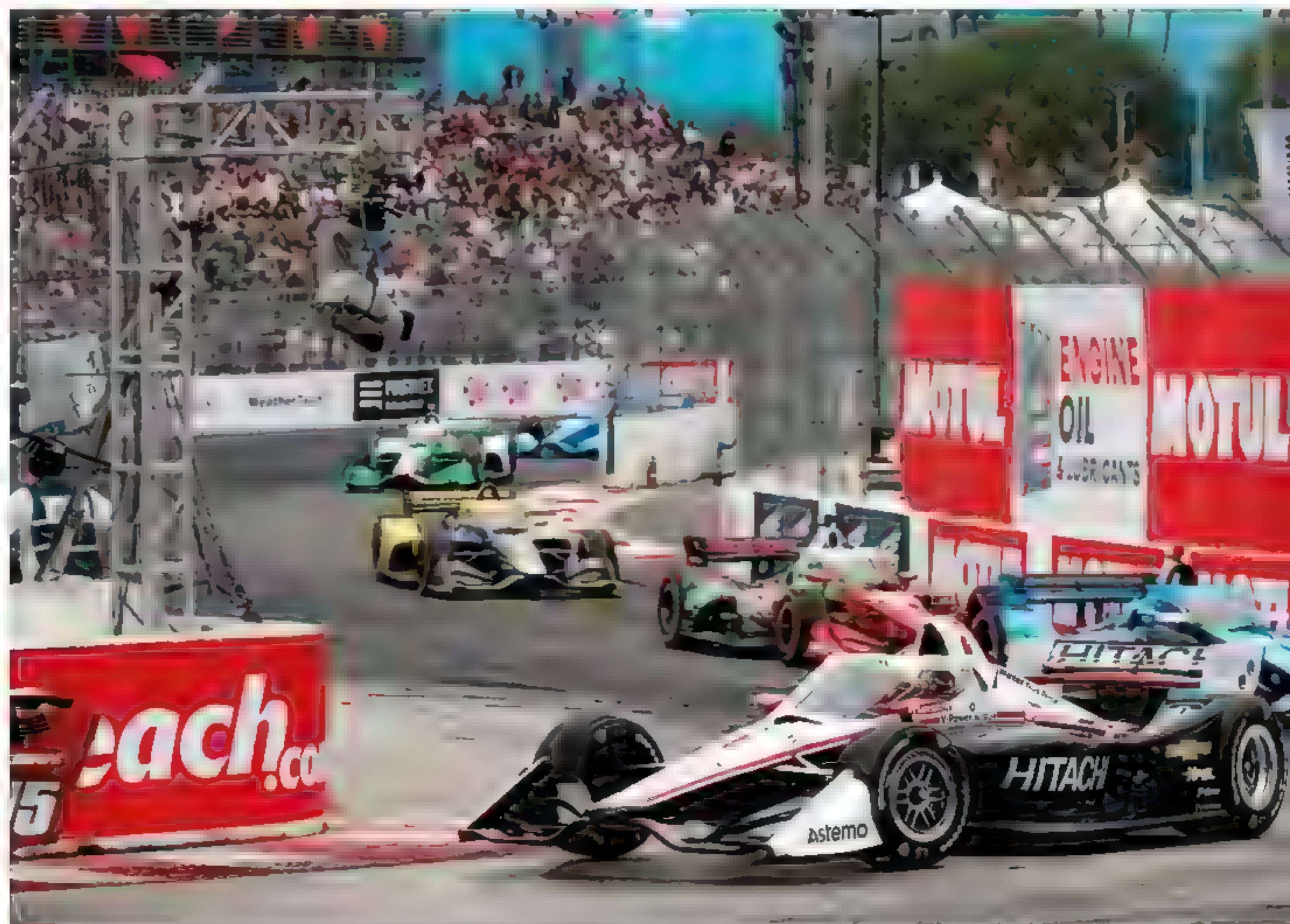
O'Ward's former Indy Lights team-mate Herta, meanwhile, was driving an exceptional race, showing all the pace that should have given him pole. He passed Palou for eighth on lap six, team-mate Hinchcliffe for seventh two laps later, and Pagnaud's primary-tyred Penske car on lap 10. This was despite out-of-kilter steering, legacy

“Newgarden was never more than one second away, but there were no errors from the leader”

of running over the left-rear of another team-mate, Ryan Hunter-Reay, in the lap one/Turn 11 fracas, an incident that slashed RHR's tyre open and sent him to the pits.

Herta found Rosenqvist a tougher nut to crack, and stopped at the end of lap 18 for another set of fresh Firestone reds in response to O'Ward's problem and the likelihood of it bringing out a caution. Newgarden and Dixon pitted under yellow and emerged in the same order, ahead of Jones (who'd been given a drivethrough penalty), Max Chilton and Oliver Askew, the latter pair of whom could run a tad longer than their rivals because they'd stopped under the first caution. They would stop under the next yellow, which came just a couple of laps after the second, when Marcus Ericsson understeered his Ganassi car into the Turn 1 tyre wall while under pressure from Alexander Rossi.

Following the lap 30 restart, Herta spent just a lap and a half sizing up primary-tyred



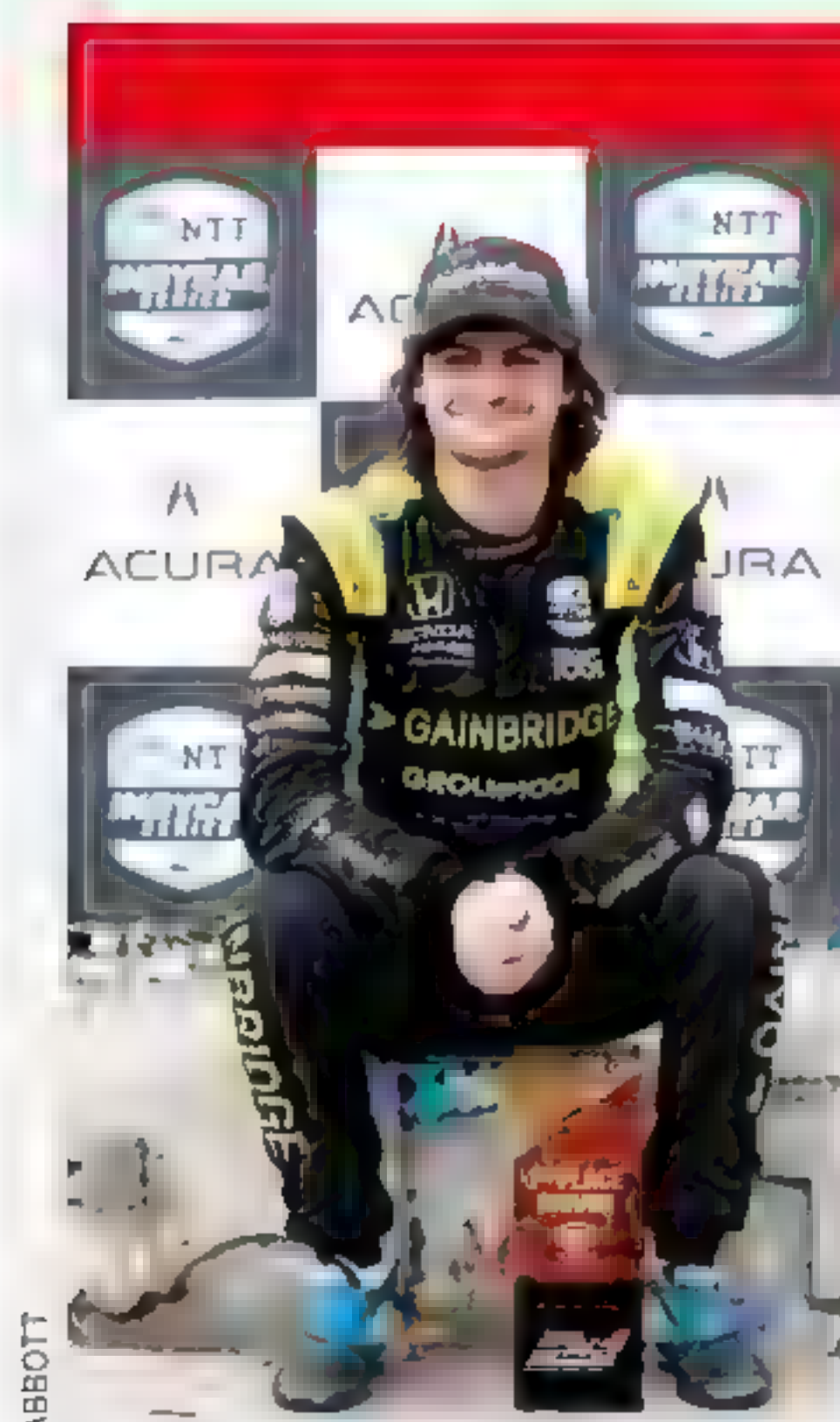
Dixon ahead before diving inside him at Turn 6, and the following lap he also passed Newgarden (also on primaries).

The strangely off-strategy Castroneves and Graham Rahal were still ahead of him, but when the Brazilian veteran finally made his first stop and Rahal (another lap-two stopper) his second, Herta was into the lead. He then pulled out an eight-second advantage over the Newgarden/Dixon battle before this lead trio made their second stops and rejoined in the same order. Now it was Herta's turn to run primaries, with his immediate pursuers on reds, but slick work by his Andretti Autosport crew and strong in and out-laps meant he had stretched his advantage to 11s when Askew and Conor

Daly collided at Turn 9, with Askew needing to be pulled out of the tyres and Daly refired from the escape road.

There were 21 laps remaining at the restart, and Herta, well aware that his black tyres wouldn't warm as quickly as Newgarden's reds, picked up the pace from Turn 9 so that he entered the pitstraight not under immediate threat. Over the remainder of the race, Newgarden was never more than one second away, but there were no errors from the leader and Herta clocked the sixth win of his career, his third of the season, and thus jumped Ericsson to claim fifth in the final standings, while Newgarden took second in the race ahead of Dixon and second in the championship

BIG HOME WIN FOR HERTA



Colton Herta's delight at his third win of the season – the same tally as Alex Palou – was inevitably overshadowed by the champion's celebrations. But there was no doubting the race winner's satisfaction with the result.

“This is the biggest race for me outside of Indy,” he said. “I was two weeks old when I first came to Long Beach, when my father was driving in 2000. It was the only race I could go to because I was so young and I couldn't fly yet...”

“I remember growing up around

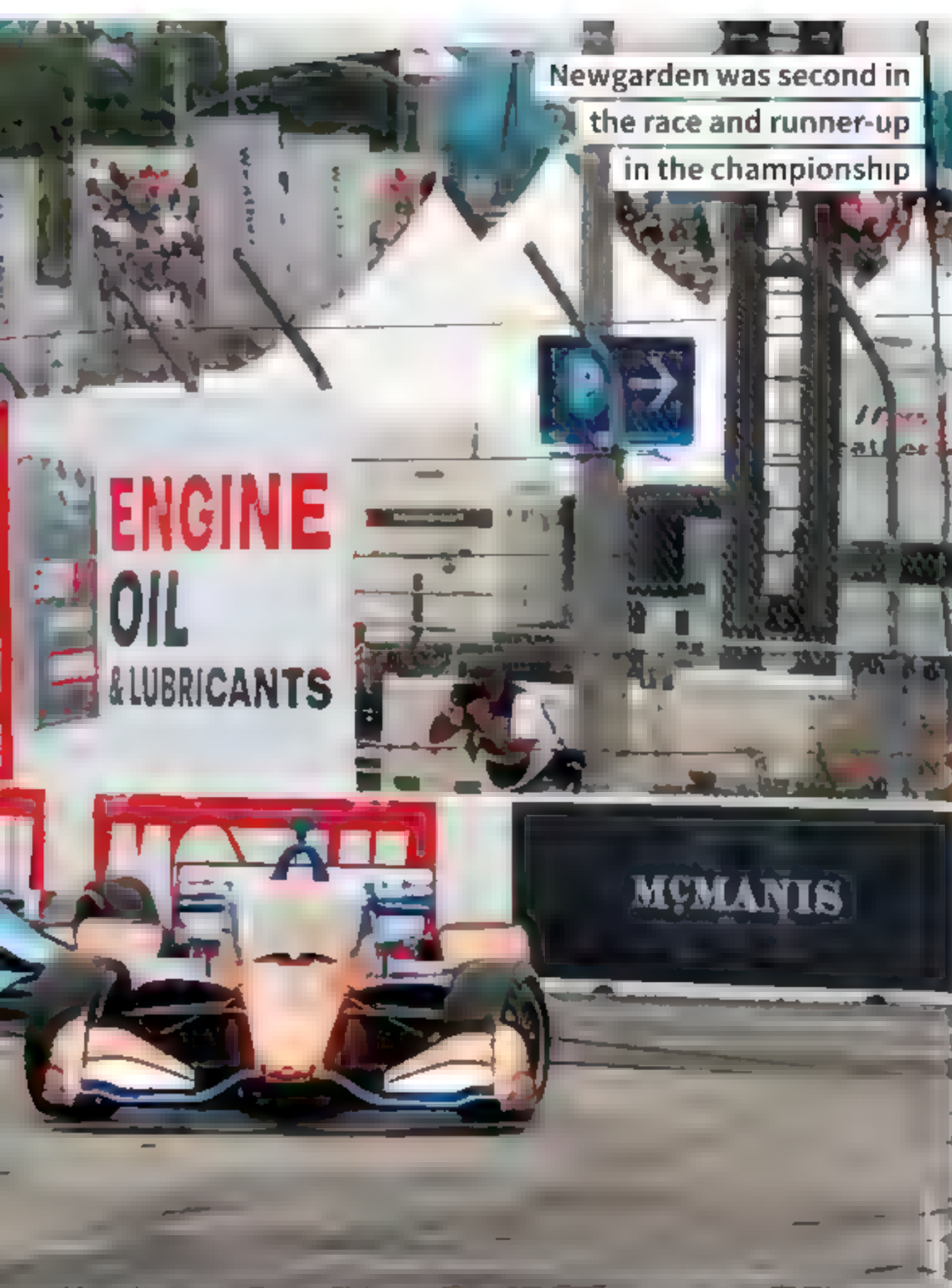
here, coming to this race every year when I was five, six, seven, all the way up until I was racing in IndyCar in 2019. I can't believe I won it on my second try! I'm super-happy. This is a big one for me.”

This was a big one for everybody, IndyCar having not been here since the spring of 2019, due to the COVID-19 pandemic eliminating it from the schedule last year and pushing it back from its traditional April date to become the season finale this year.

Jim Michaelian, president and

CEO of the GP Association of Long Beach, said: “Walk-up sales were much stronger than we had anticipated and we ended up with just over 180,000 over the three days... a slight decrease over the 187,500 we did in 2019. A big thank you to all our fans who came out to support us and we're going to do it all again on 8-10 April for the 2022 Acura Grand Prix of Long Beach.”

That, and a full-capacity crowd at the Indy 500, will help IndyCar fans feel like they're witnessing a return to normality in 2022.



ahead of the sad O'Ward.

Behind Dixon, fourth-placed Palou did exactly what he needed to do to claim his first championship — remarkably the first of any sort in his car-racing career. There had been times in the race when he felt so under pressure from Pagnaud that he had threatened to pass Hinchcliffe. But, when the #10 crew got him out ahead of the Andretti Autosport driver, he had no problems running in the wake of Dixon, the man he has succeeded as champ, and staying just out of reach of Pagnaud.

Rossi eventually ran out sixth, after the early portion of his race was blighted by a car that was trying to lower its rideheight — not ideal for the bumpy Long Beach course — to finish 1.7s ahead of Jack Harvey in his final race for the Meyer Shank team.

Bourdais somehow recovered from his lap-one stall to take eighth ahead of Takuma Sato, who held off Power. The Australian had lost a ton of places in the lap-one/Turn 11 congestion but had then charged in the final stint to move up from 15th.

In his wake was team-mate Scott McLaughlin, who claimed the Rookie of the Year title. Grosjean could have beaten the Kiwi to it, but the same exuberance that meant he had made fine passes on Rosenqvist and Pagnaud in the early stages also led to him brushing the wall and breaking a toe link later in the race.

The Dixon-esque new champion Palou made no such errors — he has made barely any significant mistakes this year — and is a worthy winner. He can expect to have trouble winning the crown again in 2022, though, especially from Long Beach winner Herta. 🏆



RESULTS ROUND 14/14, LONG BEACH (USA), 26 SEPTEMBER (85 LAPS - 167.280 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	1h49m10.3764s
2	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+0.5883s
3	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+1.0752s
4	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+2.4120s
5	Simon Pagnaud (FRA)	Team Penske / Dallara-Chevrolet	+3.1237s
6	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+4.6739s
7	Jack Harvey (GBR)	Meyer Shank Racing / Dallara-Honda	+6.3467s
8	Sebastien Bourdais (FRA)	AJ Foyt Enterprises / Dallara-Chevrolet	+8.0275s
9	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara Honda	+10.5939s
10	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+11.4297s
11	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+12.3327s
12	Ed Jones (ARE)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	+26.9660s
13	Felix Rosenqvist (SWE)	Arrow McLaren SP / Dallara-Chevrolet	+27.4167s
14	James Hinchcliffe (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	+27.9725s
15	Max Chilton (GBR)	Carlin / Dallara-Chevrolet	+30.0358s
16	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+30.3482s
17	Jimmie Johnson (USA)	Chip Ganassi Racing / Dallara-Honda	+31.1603s
18	Charlie Kimball (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+32.1546s
19	Dalton Kellett (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	+32.1585s
20	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara-Honda	+32.6206s
21	Conor Daly (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap
22	Oliver Askew (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-2 laps
23	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	-2 laps
24	Romain Grosjean (FRA)	Dale Coyne Racing with RWR / Dallara-Honda	75 laps-accident damage
25	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	48 laps-mechanical
26	Callum Ilott (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	47 laps-mechanical
27	Pato O'Ward (MEX)	Arrow McLaren SP / Dallara-Chevrolet	43 laps-halfshaft/acc dam
28	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	25 laps-accident

Winner's average speed 91.935mph. **Fastest lap** O'Ward 1m09.1407s, 102.469mph.

Q3 1 Newgarden 1m08.2241s; 2 Dixon 1m08.4422s; 3 Castroneves 1m08.4827s; 4 Pagnaud 1m08.6514s; 5 Rosenqvist 1m08.7461s; 6 Grosjean 1m08.7577s.

Q2 Grosjean 1m08.1776s; Dixon 1m08.3110s; Pagnaud 1m08.5307s; Castroneves 1m08.5561s; Newgarden 1m08.5673s; Rosenqvist 1m08.6294s; 7 Hinchcliffe 1m08.7143s; 8 O'Ward 1m08.8339s; 9 Jones 1m08.8797s; 10 Palou 1m08.9464s; 11 Hunter Reay 1m09.1330s; 12 Power 1m09.2279s.

Q1-GROUP 1 Newgarden 1m08.5080s; Dixon 1m08.5705s; Palou 1m08.7114s; O'Ward 1m08.7717s; Power 1m08.8509s; Hunter-Reay 1m08.8576s; 13 McLaughlin 1m08.8611s; 15 Rossi 1m08.9946s; 17 Ericsson 1m09.1368s; 19 Rahal 1m09.3998s;

21 Daly 1m09.5816s; 23 Chilton 1m09.7525s; 25 Harvey 1m10.4664s; 27 Johnson 1m10.5127s.

Q1-GROUP 2 Rosenqvist 1m08.6223s; Pagnaud 1m08.6641s; Castroneves 1m08.6995s; Grosjean 1m08.7144s; Hinchcliffe 1m08.8436s; Jones 1m08.8772s; 14 Herta 1m09.1094s; 16 Sato 1m09.3814s; 18 Ilott 1m09.4360s; 20 Kimball 1m09.6793s; 22 Bourdais 1m09.7022s; 24 van Kalmthout 1m09.7602s; 26 Kellett 1m09.9144s; 28 Askew 1m10.0178s.

CHAMPIONSHIP

1 Palou 549; **2** Newgarden 511; **3** O'Ward 487; **4** Dixon 481; **5** Herta 455; **6** Ericsson 435; **7** Rahal 389; **8** Pagnaud 383; **9** Power 357; **10** Rossi 332.



Piastrì heats up Sochi after rain halts play

FIA FORMULA 2
SOCHI (RUS)
25-26 SEPTEMBER
ROUND 6/8

Adverse weather that forced a sprint race to be scrubbed from the schedule may have grabbed the headlines, but the FIA Formula 2 weekend at Sochi should be remembered for Oscar Piastrì stamping his authority on the title fight.

The Prema Racing driver once again sent a message to the Formula 1 paddock, which sadly the Australian is unlikely to call home until 2023, even if he completes a hat-trick of crowns in consecutive seasons, following his successes in the Formula Renault Eurocup in 2019 and FIA F3 in 2020.

Fresh from a maiden feature-race win at Monza last time out, Piastrì picked up where he left off, scooping four bonus points by snatching his third consecutive pole position following an intense duel

with Jehan Daruvala. Piastrì would convert that pole into a second feature-race win on Sunday to extend his lead in the standings over UNI Virtuosi ace Guanyu Zhou to 36 points with two rounds remaining.

There were genuine concerns as to whether any of the two planned sprint races would happen at all on Saturday as torrential rain swept Sochi. Such was the intensity of the deluge that the opening contest was delayed while event organisers were forced into constructing a heavily revised schedule. Ultimately it resulted in the morning sprint being moved to the afternoon, and the second cancelled. It meant that the weekend was effectively a dress rehearsal for next year's two-race format, which was revealed earlier in the weekend.

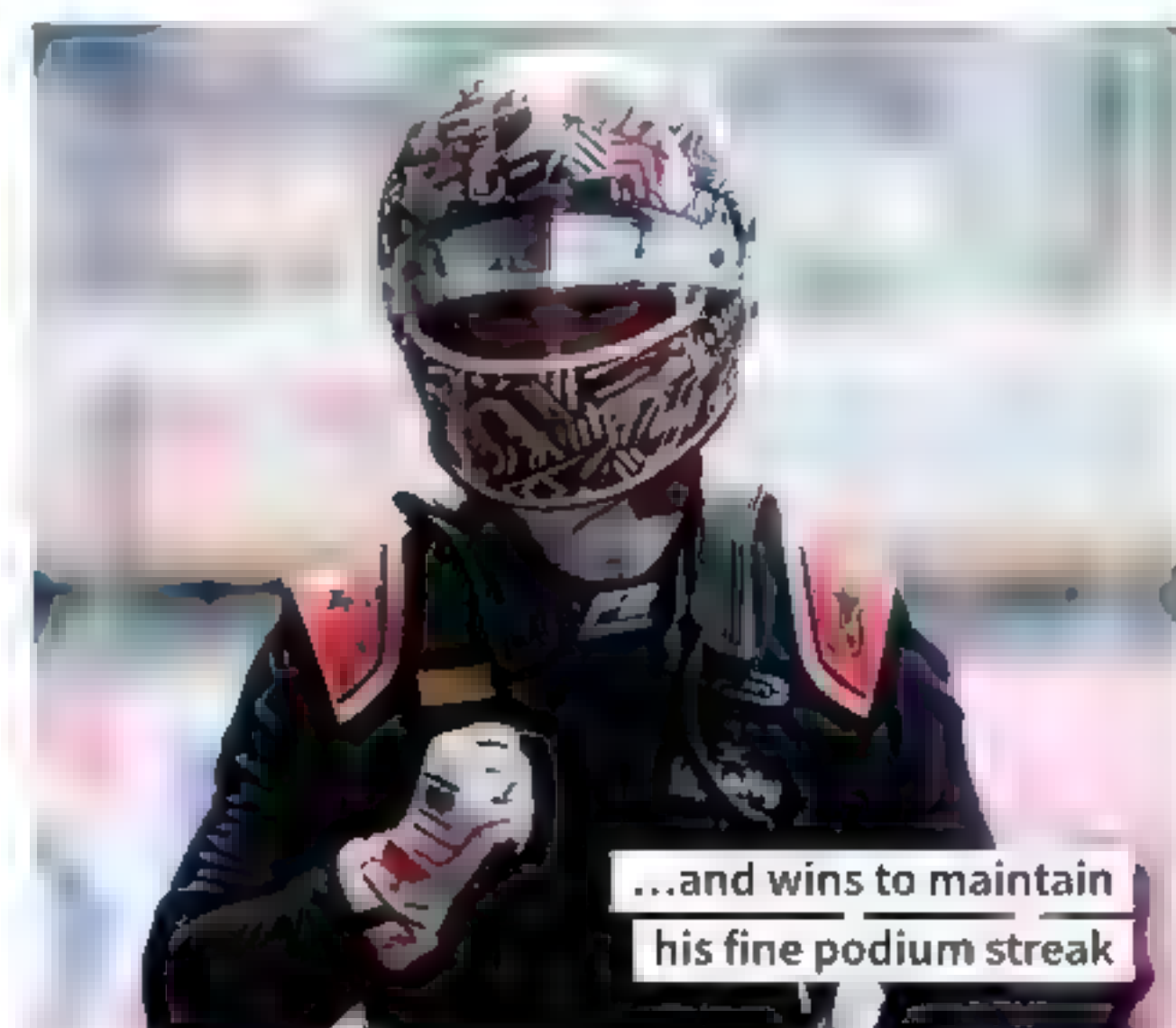
The sole sprint race of the weekend belonged to Dan Ticktum, the Carlin driver producing a faultless drive on slicks in slippery conditions to score a "bitter-sweet" victory. That comes amid his uncertain

future after admitting at Monza that he's blown any chance of an F1 career.

After starting from the reversed-grid pole, the Brit reminded everyone of the talent that lies within a figure who appears to be his own worst enemy at times. In a race started behind the safety car, Ticktum briefly came under pressure from the Hitech Grand Prix car of Juri Vips before going on to take his second victory of the season and maintain his record of scoring at least one podium at every round this year.

Prema's home favourite Robert Shwartzman inherited the final podium spot from Liam Lawson, who threw it away by clouting the wall on lap six, causing terminal damage to his right-rear suspension.

It proved to be a disastrous race for UNI Virtuosi, with both Zhou and team-mate Felipe Drugovich failing to make the start. Zhou spun on the lap to the grid and stalled, while Drugovich lost control on a damp patch and speared into the wall. It required a





Piastrì leads Pourchaire in the feature race

GASPEROTTI

visit to a nearby hospital before he was cleared of injury, but the Brazilian was declared unfit to race on Sunday.

Luckily for Zhou, his error wasn't severely punished because title rival Piastrì could finish only ninth, outside of the points. But Piastrì did inflict a bodyblow to Zhou's championship hopes on Sunday by sweeping to victory in the feature race. The Mark Webber-managed talent was hounded by the ART GP machine of Theo Pourchaire throughout the 28-lap affair held in dry and bright conditions. Piastrì only lost the lead briefly through the mandatory pitstop phase on his way to victory, but his run to the flag was not as simple as it looked.

Pourchaire never let up in his pursuit of the 20-year-old, and briefly emerged from the pits ahead, only for Piastrì, who had pitted the previous lap, to use his much warmer tyres to cruise back into the lead immediately. Unable to shake off Pourchaire in the remaining laps, Piastrì described the race as "probably one of the hardest of my life". After dropping from second to fourth at the start, Daruvala clinched third with a late pass on Ralph Boschung, who was set for a career-best result in his Campos Racing car before a puncture ended his hopes.

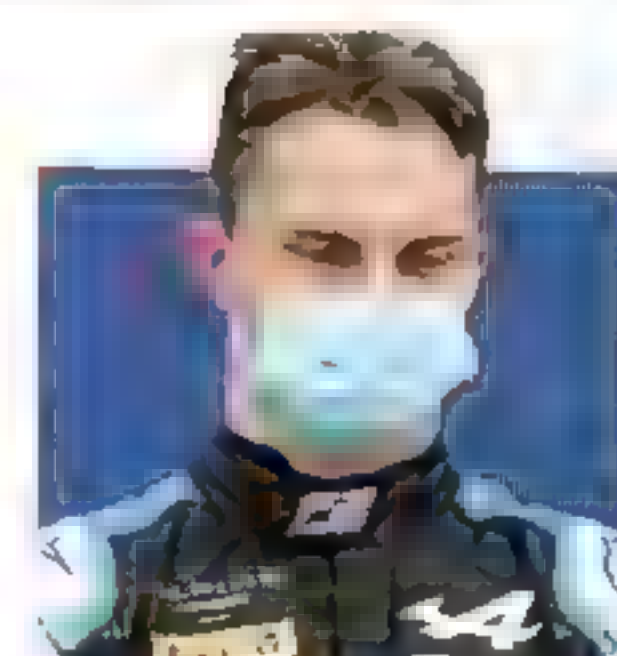
Shwartzman and Ticktum added to their strong points hauls in fourth and fifth, while Zhou lost significant ground in the title race to Piastrì in sixth.

Although not prepared to label himself the title favourite, Piastrì appears to be just that ahead of F2's penultimate round in Saudi Arabia in November.

TOM HOWARD

RESULTS ROUND 6/8, SOCHI (RUS), 25-26 SEPTEMBER FEATURE RACE (28 LAPS - 101.622 MILES)

POS	DRIVER	TEAM	TIME
1	Oscar Piastrì (AUS)	Prema Racing	53m20.402s
2	Theo Pourchaire (FRA)	ART Grand Prix	+1.928s
3	Jehan Daruvala (IND)	Carlin	+12.601s
4	Robert Shwartzman (RUS)	Prema Racing	+14.485s
5	Dan Ticktum (GBR)	Carlin	+18.058s
6	Guanyu Zhou (CHN)	UNI Virtuosi Racing	+22.177s
7	Liam Lawson (NZL)	Hitech Grand Prix	+30.596s
8	Richard Verschoor (NLD)	MP Motorsport	+33.451s
9	Christian Lundgaard (DNK)	ART Grand Prix	+37.775s
10	David Beckmann (DEU)	Campos Racing	+39.118s
11	Marcus Armstrong (NZL)	DAMS	+43.824s
12	Enzo Fittipaldi (BRA)	Charouz Racing	+44.482s
13	Guilherme Samaia (BRA)	Charouz Racing	+45.798s
14	Marino Sato (JPN)	Trident	+51.902s
15	Roy Nissany (ISR)	DAMS	+58.191s
16	Lirim Zendeli (DEU)	MP Motorsport	+1m08.370s
17	Alessio Deledda (ITA)	HWA Racelab	+1m24.953s
18	Jake Hughes (GBR)	HWA Racelab	27 laps-spin
19	Ralph Boschung (CHE)	Campos Racing	25 laps-puncture
R	Juri Vips (EST)	Hitech Grand Prix	6 laps-mechanical
R	Bent Viscaal (NLD)	Trident	0 laps-accident
NS	Felipe Drugovich (BRA)	UNI Virtuosi Racing	injury



QUALIFYING

1	Piastrì	1m47.465s
2	Daruvala	1m47.653s
3	Pourchaire	1m47.891s
4	Zhou	1m47.994s
5	Boschung	1m48.024s
6	Hughes	1m48.073s
7	Shwartzman	1m48.098s
8	Lawson	1m48.129s
9	Vips	1m48.139s
10	Ticktum	1m48.171s
11	Armstrong	1m48.190s
12	Lundgaard	1m48.255s
13	Drugovich	1m48.286s
14	Beckmann	1m48.428s
15	Verschoor	1m48.587s
16	Viscaal	1m48.662s
17	Zendeli	1m48.785s
18	Nissany	1m48.989s
19	Samaia	1m49.226s
20	Sato	1m49.339s
21	Fittipaldi	1m49.465s
22	Deledda	1m50.389s

Winner's average speed 114.310mph. **Fastest lap** Lawson 1m50.917s, 117.940mph.

SPRINT RACE 1 (18 LAPS - 65.284 MILES)

Grid decided by result of qualifying, with top 10 reversed.

1 Ticktum 36m37.195s; 2 Vips +4.422s; 3 Shwartzman +6.638s; 4 Hughes +8.894s; 5 Pourchaire +9.824s; 6 Boschung +12.994s; 7 Lundgaard +13.669s; 8 Verschoor +14.172s; 9 Piastrì +14.921s; 10 Zendeli +17.268s; 11 Armstrong +18.179s; 12 Daruvala +28.131s; 13 Samaia +28.764s; 14 Sato +40.661s; 15 Beckmann +57.671s; 16 Nissany +1m10.465s; 17 Fittipaldi +1m11.672s; 18 Deledda +1m33.339s; R Lawson 5 laps-accident; R Viscaal 3 laps-spin; NS Zhou-spin; NS Drugovich-accident.

Winner's average speed 106.965mph. **Fastest lap** Pourchaire 1m50.669s, 118.204mph.

SPRINT RACE 2 Cancelled due to bad weather.

CHAMPIONSHIP

1 Piastrì 178; 2 Zhou 142; 3 Shwartzman 135; 4 Ticktum 129; 5 Pourchaire 120; 6 Vips 102; 7 Daruvala 96; 8 Lawson 80; 9 Drugovich 59; 10 Verschoor 55.



Zhou, Piastrì's nearest title rival, took sixth after failing to start the opener

Hauger seals crown with race to spare

FIA FORMULA 3
SOCHI (RUS)
24-26 SEPTEMBER
ROUND 7/7

The 2021 FIA Formula 3 season ended just as it had begun, with impressive form from Dennis Hauger. The Prema Racing star, who won the opening feature race of the campaign at Barcelona in May, wrapped up the drivers' championship in style last weekend at Sochi.

The Red Bull Junior didn't even need the whole weekend to take the title, which makes him Prema's 10th champion in 11 years. The first of the two races – one was scrapped due to the bad weather – was all he required, as second place moved him an unreachable 55 points clear of closest rival Jack Doohan. But Doohan also enjoyed his share of success at the seventh round when he won the feature race to help Trident clinch its first teams' title in the series.

The weekend wasn't plain sailing, with the forecast for downpours prompting the opener to run on Friday afternoon before Saturday afternoon's second race was axed as heavy rainfall submerged the paddock.

Logan Sargeant grabbed his first victory of the season for Charouz in the Friday sprint, having started second before snatching the lead from Victor Martins out of Turn 4 in a chaotic battle off the line.

Fourth-place starter Hauger passed Hitech Grand Prix's Jak Crawford for third on lap four, before sweeping past Martins (MP Motorsport) to take second



at Turn 2 at the halfway point. Martins finished third, with team-mate Caio Collet fifth behind Clement Novalak.

Hauger's title was secured as Doohan failed to score, having dropped from 12th to 15th after bouncing over the Turn 4 sausage kerbs on the first lap.

Hauger said: "This title means everything to me. Getting back after a difficult year and winning the championship is unreal. It's been a great season with Prema, and I'm really happy that we finished on top."

"Today's race was quite good as well, as we managed to work our way up and almost take P1. I had a decent pace,

and from qualifying where we weren't the strongest, we did some changes in the right direction."

"Obviously, when you see a gap, you have to go for the gap, so I went for it, and I really enjoyed the racing. It's the best feeling I ever had for being second."

Doohan's feature race victory came after a formidable battle with Novalak. He ignored Trident's team orders to stop fighting and let his stablemate past before ART's Frederik Vesti split the pair for the second podium spot. Novalak had passed Doohan on lap nine, forcing his team-mate wide down the escape road, but had to give back the space after failing to go round the bollards. Despite the requests from the pitwall, Doohan kept the lead at the halfway point, with third-placed Vesti biding his time before taking second from Novalak with two laps to go.

Hauger was sent spinning on lap seven after being hit by HWA Racelab's Oliver Rasmussen at Turn 7, plummeting down the order and prompting a stop several laps later for a new set of hard tyres in a bid to take fastest lap. But he was handed a 30-second penalty, ending up 24th, after the FIA found no issue with his original set. The times posted with the new tyres were invalidated, handing team-mate Arthur Leclerc the two bonus points.

MEGAN WHITE



Engel and Stolz's brace arrives too late for title

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
VALENCIA (ESP)
26 SEPTEMBER
ROUND 5/5**

Toksport WRT Mercedes duo Maro Engel and Luca Stolz secured second place in the GT World Challenge Europe Sprint Cup standings after a dominant double victory in the season finale at Valencia. By contrast, it was a nightmare weekend for the already crowned Team WRT Audi pairing of Charles Weerts and Dries Vanthoor, who failed to score in either of the one-hour encounters.

Engel and Stolz arrived in Spain 42.5 points adrift of Weerts and Vanthoor but finished up just 8.5 behind by the end of the weekend. Proof, if any was needed, of just how costly three non-scores in the opening six races of the year had been for the pairing.

The fact that Circuit Ricardo Tormo was making its first appearance on the GTWC calendar suggested a clean slate for everyone, but the form entries of Engel/Stolz and the Jota McLaren of Ollie Wilkinson and Ben Barnicoat still came to the fore by taking a pole apiece.

Stolz chased Barnicoat in the early stages of race one, which was twice interrupted by the safety car before the pitstop phase. The first all but ended the Silver Cup title aspirations of the other Toksport Merc of Oscar Tunjo, while the second did for the #32 Audi of Weerts after an overzealous move on Ulysse de Pauw, which tipped the CMR Bentley into the gravel trap at Turn 8.

Despite building a margin of nearly three seconds, the Jota McLaren couldn't hold onto its lead as a four-lap push combined with a fractionally slower stop for Barnicoat enabled Engel's Mercedes to sweep into the lead at Turn 1. From then on, Engel was untroubled on his way to victory, while Wilkinson's chances of finishing second were dashed after contact from the Emil



Frey Lamborghini of Alex Fontana, who blew a chance to wrap up the Silver Cup title with a race to spare. The ensuing melee held up Raffaele Marciello's Akka ASP Mercedes and allowed the Sainteloc Audi of Christopher Haase and Leo Roussel to claim second.

Race two got off to a messy start as Vanthoor instigated the second uncharacteristic incident for the WRT Audi, taking out Arthur Rougier's Emil Frey Lamborghini, Nelson Panciatici's Bentley and delaying the Ferrari of Eddie Cheever.

Engel maintained his advantage from pole ahead of Jules Gounon's Akka ASP machine – shared with Petru Umbrurescu – and the two Mercedes remained in control of the race once the pit sequence concluded.

The biggest mover was the Lamborghini of Albert Costa and Norbert Siedler. They jumped from sixth to third after the stops – Costa having perfected a superb cutback move to leapfrog Jim Pla at the final corner.

Engel and Stolz romped home to a 15-second victory over Umbrurescu, while the Jota McLaren recovered from a poor start to finish a well-earned fourth.

Fontana secured the Silver Cup title with fourth in class alongside the impressive Ricardo Feller, while there was double celebration within the Lamborghini fold

WEEKEND WINNERS

FIA FORMULA 3

SOCHI (RUS)

Race 1 Logan Sargeant
Charouz Racing

Race 2 Jack Doohan
Trident

GT WORLD CHALLENGE

EUROPE SPRINT CUP

VALENCIA (ESP)

Races 1 & 2

Luca Stolz/Maro Engel
Toksport WRT (Mercedes-AMG GT3)

EUROFORMULA OPEN

MONZA (ITA)

Races 1 & 3

Cameron Das, Team Motopark (Spiess)

Race 2 Casper Stevenson
Van Amersfoort Racing (HWA)

TCR EUROPE

MONZA (ITA)

Race 1 Franco Girolami
PSS Racing Team
(Honda Civic Type R TCR)

Race 2 Mat'ò Homola
Janik Motorsport
(Hyundai i30 N TCR)

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as Barwell Motorsport's Miguel Ramos and Henrique Chaves picked up the Pro-Am crown with a pair of podium finishes. Both crews handed their respective outfits the division teams' titles as well.

STEPHEN BRUNSDON



motorsport.tv

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Nasr leads at start
as Albuquerque dives
inside Magnussen

GALSTAD
motorsport
IMAGES

Nasr and Derani lead Cadillac's 1-2-3 rout

IMSA SPORTSCAR
LONG BEACH (USA)
25 SEPTEMBER
ROUND 10/12

Ironically, Saturday's Acura-sponsored Grand Prix of Long Beach IMSA SportsCar race was controlled by a trio of Cadillac DPi-V.Rs. Felipe Nasr qualified on pole and led for most of the opening stint for the Action Express Racing team. The ex-Formula 1 driver then handed over to fellow Brazilian Pipo Derani, who took the chequered flag over 10 seconds clear of the similar Chip Ganassi Racing Cadillac of Kevin Magnussen and Renger van der Zande. French pair Loic Duval and Tristan Vautier completed the podium sweep with JDC/Miller MotorSports.

The leading prototype contenders made it to the finish with just a single pitstop

during the 100-minute race, and all were obliged to save fuel. For the third race running, Meyer Shank Racing's Acura ARX-05 driven by Dane Cameron and Olivier Pla committed early to an alternative strategy, entailing two stops, but they were still running behind the other five DPi contenders when Pla was involved in an incident at Turn 1 while trying to pass two GT cars with around 10 minutes remaining.

The similar championship-leading Wayne Taylor Racing Acura finished a distant fourth, despite a bold early charge by Filipe Albuquerque, who leapt from fifth on the grid and briefly held second place, behind Nasr, at the exit of Turn 1. Magnussen fought back immediately, however, barging past Albuquerque into Turn 2 and then chasing down Nasr.

Magnussen took advantage of a slower car to pass Nasr at the Turn 11 hairpin on lap

10, although his lead lasted only a couple of tours before he misjudged an attempt to pass a couple more GTD cars and clipped the tyre wall at the exit of Turn 1. Nasr grasped the opportunity to nip back ahead and was never again seriously challenged. The Ganassi car continued in second despite damage to its right-rear corner.

"I'm so glad we were finally able to get a win here at Long Beach," said Nasr, who with Derani closed to 19 points off the championship lead with one DPi race remaining – Petit Le Mans in November. "We've been close many times. In 2019, we were leading the race, came to a stop, and Pipo had a wheel that came loose and we lost everything. But coming back here was like a fresh start. We did everything we could to maximise the points."

An intra-team battle between the pair of Chevrolet Corvette C8.Rs in GTLM featured Tommy Milner slicing past polesitter Jordan Taylor shortly before the end of the opening stint. Nick Tandy maintained the position after the pitstops and finally took the flag less than a second ahead of Antonio Garcia for the #4 team's second successive win.

In GTD, Madison Snow led through the opening stint after starting from pole in Paul Miller Racing's Lamborghini Huracan GT3. Team-mate Bryan Sellers continued the good work to secure the team's first win of the season. Porsches finished second and third, with the Pfaff Motorsports 911 GT3-R of new points leaders Zach Robichon/Laurens Vanthoor edging out Trent Hindman/Patrick Long (Wright Motorsports).

JEREMY SHAW



The Tandy/Milner
Vette earned second
win on the trot

Hamlin picks right time to win

NASCAR CUP
LAS VEGAS (USA)
26 SEPTEMBER
ROUND 30/36

Denny Hamlin's two victories so far this NASCAR Cup season have arrived at the most opportune moments. The Joe Gibbs Racing driver managed the 26-race regular season without a triumph, but following his win in last Sunday night's contest at Las Vegas Motor Speedway he has now earned a victory at the start of each of the first two rounds of the playoffs.

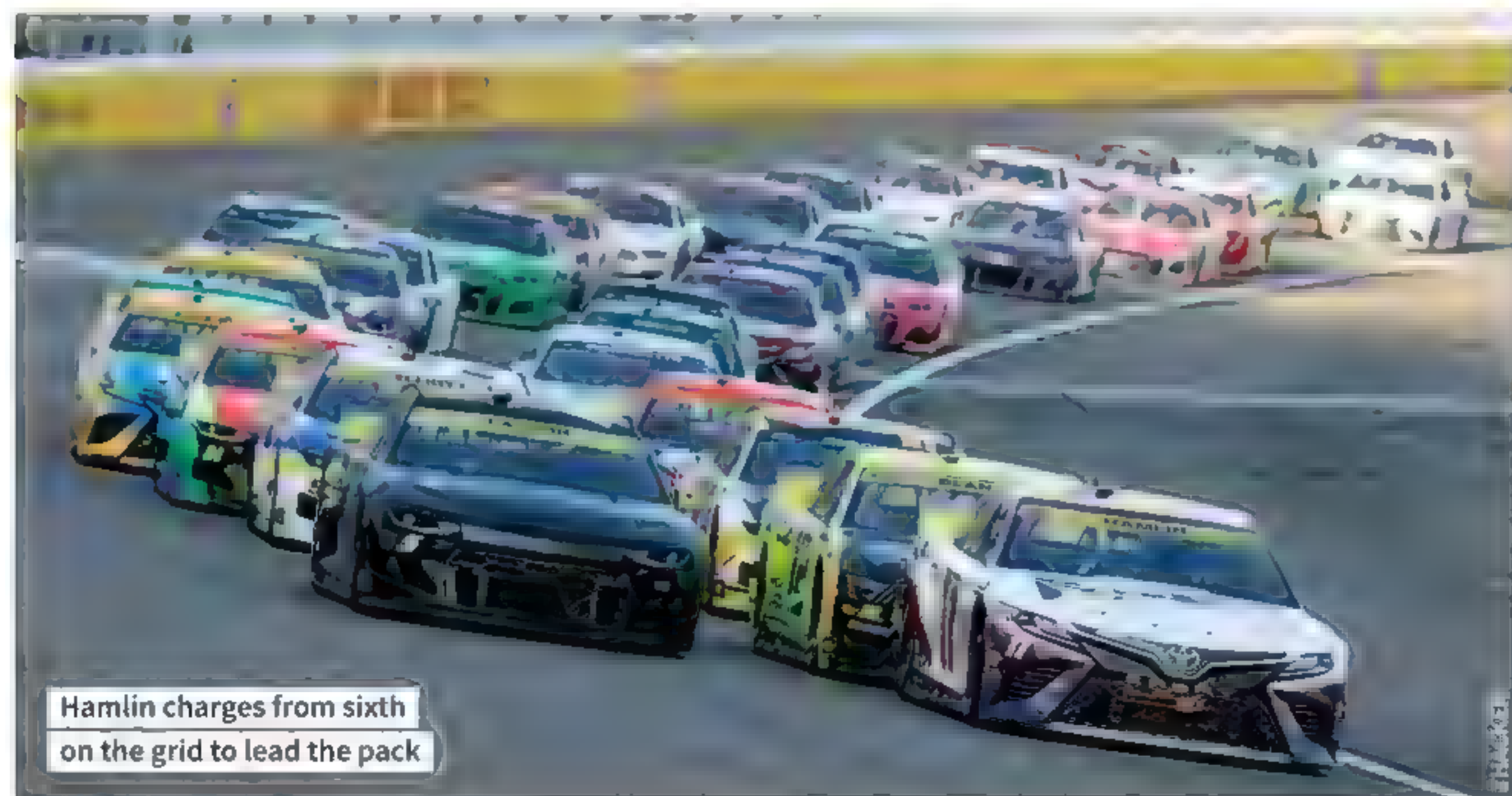
With Sunday's success, Hamlin now advances to the semi-final round of the Cup playoffs regardless of how he finishes in the next two bouts – this weekend at Talladega and then on the Charlotte 'Roval' course.

The Toyota Camry pilot led the most laps in Vegas (137 of 267), won the second stage and, with the final 107-lap sprint passing without a caution, he just had to successfully navigate a round of green-flag pitstops to secure his win over Chase Elliott by 0.442 seconds.

"I'm so happy – so happy to not have to worry about the next two weeks," said Hamlin. "It feels so good to win in Vegas. The last couple of times I've been so close, but just didn't have the right breaks."

Elliott had closed the gap to Hamlin to under a second with five laps remaining, but could never seriously challenge for the lead. Meanwhile, Kyle Busch finished third, Martin Truex Jr was fourth and Ryan Blaney rounded out the top five.

JIM UTTER



WEEKEND WINNERS

IMSA SPORTSCAR

LONG BEACH (USA)

DPI Felipe Nasr/Pipo Derani
 Action Express Racing
 (Cadillac DPi-V.R)

GTLM Tommy Milner/Nick Tandy
 Corvette Racing
 (Chevrolet Corvette C8.R)

GTD Bryan Sellers/Madison Snow
 Paul Miller Racing
 (Lamborghini Huracan GT3 Evo)

NASCAR CUP

LAS VEGAS (USA)

Denny Hamlin
 Joe Gibbs Racing (Toyota Camry)

NASCAR XFINITY SERIES

LAS VEGAS (USA)

Josh Berry
 JR Motorsports (Chevrolet Camaro)

NASCAR TRUCK SERIES

LAS VEGAS (USA)

Christian Eckes
 ThorSport Racing (Toyota Tundra)

FORMULA REGIONAL EUROPEAN

VALENCIA (ESP)

Race 1 Franco Colapinto
 MP Motorsport

Race 2 Michael Belov
 G4 Racing



For full results visit motorsportstats.com

Colapinto and Belov share the spoils

FORMULA REGIONAL EUROPEAN
VALENCIA (ESP)
25-26 SEPTEMBER
ROUND 8/10

Argentinian Franco Colapinto proved the most effective of the Formula Regional European Championship by Alpine fraternity at Valencia's Circuit Ricardo Tormo. The MP Motorsport racer bagged a clean sweep of pole, race win and fastest lap in the opener before taking the runner-up spot in the second bout behind Michael Belov. But with just two rounds of the season to run, Gregoire Saucy retains a crushing championship lead.

Colapinto was super-aggressive off the



line in race one and cut across the road to hold first place ahead of Prema Powerteam's David Vidales. Vidales was able to briefly take the lead at the exit of Turn 1, but Colapinto struck back when the Spaniard ran wide at the next corner, and he took a lead he held to the flag to triumph by 0.417s.

G4 Racing-run Belov, fifth in the opener, succeeded where Colapinto had momentarily failed by leading from lights to flag in the second contest. This included holding off Colapinto at a safety car restart,

needed after Jose Garfias was turned around by Dilano van't Hoff at Turn 11.

Saucy, who has dominated with eight wins, completed the podium. Although he failed to score with 12th in race one after a steering-wheel issue, the ART Grand Prix pilot holds a mighty 78-point lead with only 100 up for grabs from the double-headers at Mugello and Monza.



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- Participate in and support the build and testing of prototype vehicles.
- Involvement in coding of motor controller software with powertrain team.
- Participate in and support the certification and homologation of pre-production vehicles.
- Deliver harness drawings and data to enable the series production of electrical system components.
- Oversee the quality testing of outgoing vehicles from the factory for electrical function and safety
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- The holder of a clean driving licence
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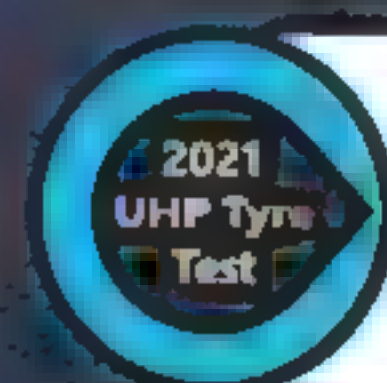
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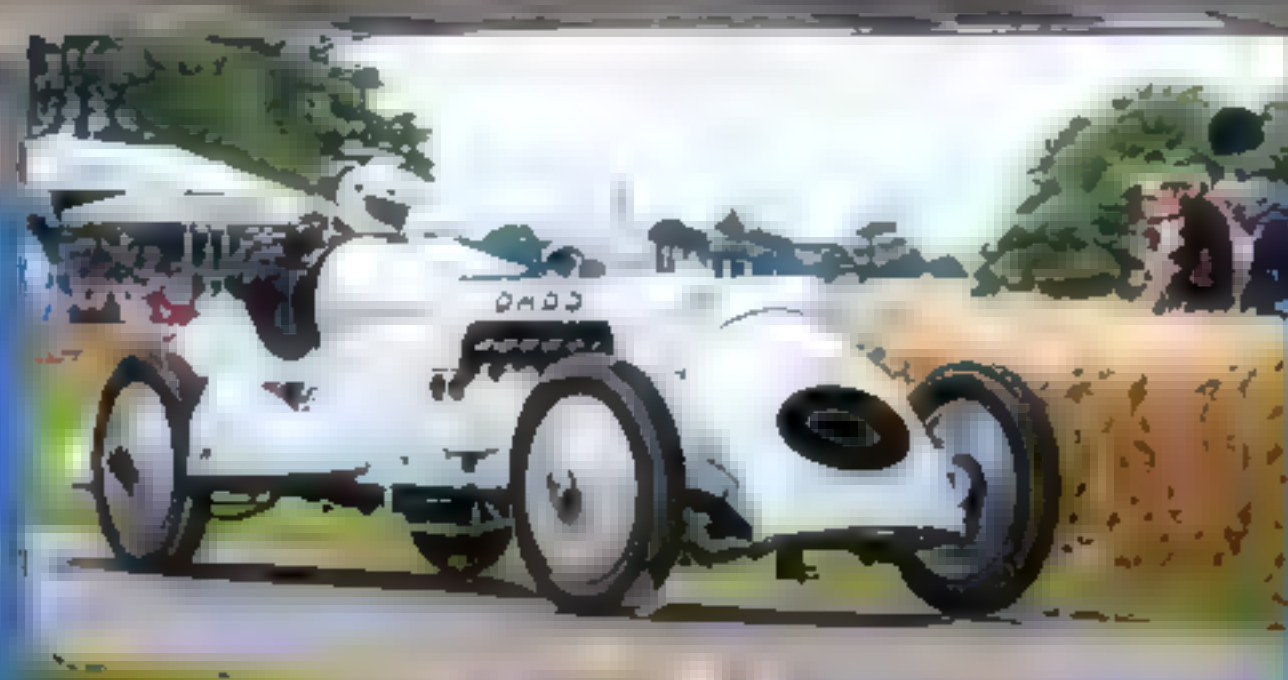
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The G56 in the GT4 Supercup next year will be exactly the same spec as in British GT4

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IMAGES

GT4 SUPERCUP TO GET A NEW CAR

GINETTA GT4 SUPERCUP

The Ginetta GT4 Supercup has become the latest leading national series to announce that it will be introducing a new car for next year, having decided to add the G56 to the championship.

The top class of the category has been for the G55 since 2011, but that will now change for next season with the addition of the new-for-2021 G56. While being visually very similar to the G55, the G56 is vastly different under the skin, including featuring a much more powerful 6.2-litre 500bhp engine – the current motor is 3.7 litres.

A G56 has been racing in British GT this season, a late puncture denying it a maiden win at Brands Hatch, and a down-rated version of the car has formed the basis of the new entry-level GT Academy series.

The G55 will retain a presence in the GT4 Supercup next year and will form

a secondary class, in a similar fashion to how G50s used to feature in their own division when the G55 was first introduced.

The change means the GT4 Supercup is the third of the five regular British Touring Car support categories to swap to a new car for 2022, alongside the Porsche Carrera Cup GB and British Formula 4.

“We feel the timing’s right – the current car has been around for 10 years, which is a decent lifespan for it,” said Ginetta motorsport manager Ash Gallagher. “Drivers have been aware for a week or two and the initial feedback has been really good. We’ve got five cars sold already – with 15 dedicated for the GT4 Supercup next year.”

Gallagher explained that the GT4 Supercup car will be exactly the same spec as the homologated GT4 car, so drivers and teams can easily compete across multiple series. “You could roll it out of a TOCA weekend, put on its BoP and race in an

SRO championship,” he added.

Gallagher also believes there is the potential for the G55 class to remain a significant part of the championship moving forward, pointing out that “we had some great drivers come through the G50s like Tom Ingram and Jake Hill” and is hopeful that will again be the case with the G55.

Teams can understand why Ginetta has decided to give the series a refresh, but are concerned that the G56 will be significantly more expensive than the existing car.

“I’ve been to the factory and had a look at the car and it’s a day and night step from the current car, which is already very good,” said Rob Boston, who runs title contender Tom Hibbert. “The spec list of the car is quite exceptional and should be extremely reliable. As a product, it’s fantastic. Obviously, the price tag goes with it and it’s almost double what the current car is.”

Eddie Ives, team boss of Elite Motorsport, which is running points leader Adam Smalley, added: “The existing G55 has been racing for the best part of 10 years, with small changes but nothing drastic. Some might argue this is not a drastic change because, if you look at it from certain angles, I can’t tell the difference, but underneath there’s a fundamental difference and a lot more power.

“I think the sticking issue is the price. I’m a little bit nervous this is putting the Supercup a little too close to Porsche [Carrera Cup] but, at the same time, I’m a tremendous supporter of Ginetta and I can understand the reasons why they’re doing it and I think they will make it work.”

STEPHEN LICKORISH



BTCC ace Ingram was among the stars to emerge from the old G50 class



BRITCAR

Czech manufacturer Praga is to launch its first one-make championship in the UK next season, running a new series in partnership with Britcar.

Praga has viewed the UK as a key market for its updated R1 prototype machine and, after Pragas first began running in the Britcar Endurance championship in 2019, a dedicated Praga class was created within the series for this year.

Now Praga has taken the collaboration a step further by launching its own series – a year earlier than originally planned – which is set to feature at six UK Britcar meetings in 2022 along with a non-

championship European event.

Praga has already committed to ensuring there will be at least 16 cars at the inaugural round of the Praga Cup UK category and, in addition to the creation of a race series, has also invested in creating a UK headquarters, which opened in Cheshire in June.

“We have seen significant growth in 2021 in the awareness of Praga and the R1, and had a successful year on the grid within Britcar Endurance,” said Praga managing director Mark Harrison. “Most importantly, though, we saw increased interest from drivers, teams and potential sponsors after releasing dramatic pictures of all nine competing R1s together and this has encouraged us to build on momentum and

target the one-make Cup in 2022.”

Britcar boss Claire Hedley added: “Britcar is proud to be involved with the development of the Praga brand. Since 2019, when VR Motorsport first raced an R1, they have definitely turned heads! The one-make Cup will be an amazing addition to our Britcar 2022 package, running as a separate race, and we’re very pleased to be a part of their growth.”

More details about the championship will be released at the next Britcar round at Donington Park next month. Discussions are already under way with Californian dealer Praga Racing West about an entry into the 25 Hours of Thunderhill forming part of the prize package for the series.

Porsche offers entry discounts

PORSCHE GB

Porsche GB has revealed plans for its two series next year, including additional incentives to attract drivers as well as announcing that the Carrera Cup will return to Thruxton in 2022.

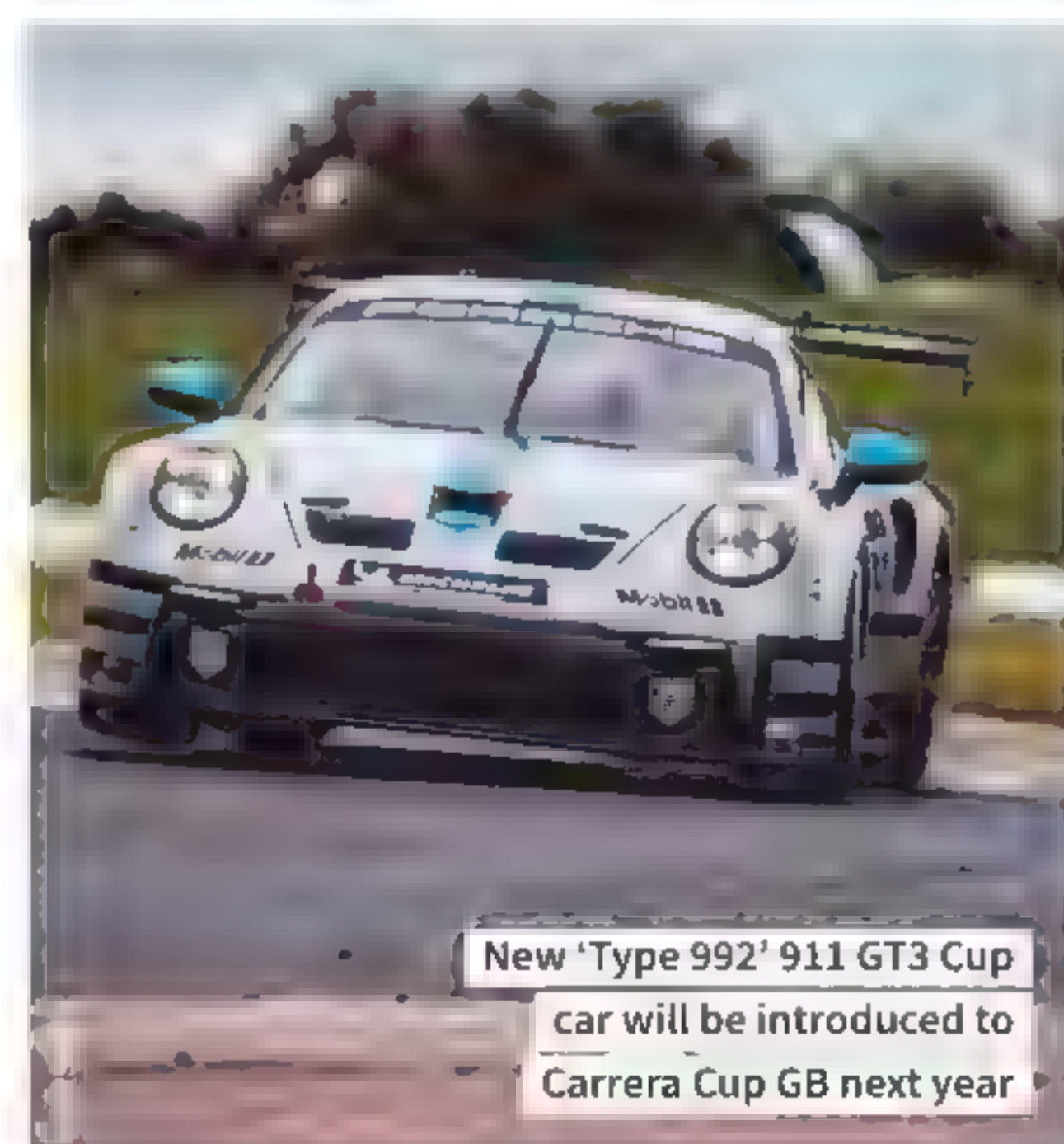
One of the initiatives is that Porsche will offer half-price entries to either the Carrera Cup or its Sprint Challenge GB series for

a variety of champions in major UK categories. Overall title winners in British GT3 and GT4, British Formula 4, Ginetta Junior and GT4 Supercup, Mini Challenge JCW and the Class 1 champion of the Porsche Club GB series will all benefit from the discount.

While the Sprint Challenge will continue to appear at a mix of British GT and British

Touring Car events – but rising from 12 races to 15 across the season – the Carrera Cup is due to return to Thruxton after a year away in the wake of tyre issues at the circuit in 2020.

The new ‘Type 992’ 911 GT3 Cup machine being introduced for next season has been tested around the Hampshire speedbowl to make sure it is suitable for the rigours of the venue.



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Chris Dittmann Racing becomes second new team to join F4

BRITISH FORMULA 4

Chris Dittmann Racing will expand into British Formula 4 from next season, attracted by the introduction of a new car for 2022.

British F4 will introduce a new Tatuus chassis next year featuring a halo head-protection device and powered by an Abarth engine, while Britain's governing body Motorsport UK has taken over the promotion of the championship.

CDR is the second team to expand into the category after Hitech GP. It already competes in two single-seater series – GB3, where it sits second in the drivers' standings with Ayrton Simmons, and in F3 Cup.

"We've been looking at British F4 for a while as something that we might expand into," said team boss Chris Dittmann. "We're doing very well in GB3, but you have drivers coming through who are actually with their teams from before [in British F4]."

"We knew a new car was coming for next year and we've been talking with Motorsport UK about the decision and that we were looking at going with it. It just seemed like the right time."

Dittmann says that, while the new-for-2022 GB4 series – which will use a first-generation F4 chassis and be an entry-level category for drivers – was appealing, it wasn't the right time to join.

STEFAN MACKLEY

Tender begins for F4 organising club

BRITISH FORMULA 4

Motorsport UK has launched a tender process for an organising club to help it "co-promote" British Formula 4 from next year.

It was announced last month that British motorsport's governing body would take over the organisation of the championship from 2022 from previous promoter RacingLine, but the involvement of an administering club marks a major shift in approach.

Key areas where Motorsport UK is seeking input from the

'local organiser' include providing officials for the championship – such as a permanent clerk of the course – and the governing body also wants those tendering for the role to outline what organisational infrastructure they can offer as well as safety and safeguarding policies and details of any marketing and promotion they can give.

Proposals must be submitted by 13 October and the successful club will be chosen shortly afterwards, although Motorsport UK

reserves the right to not select any of the bids received.

The British Racing and Sports Car Club has acted as the administering club since British F4 was launched in 2015 – its partnership with RacingLine extending back to the British Formula Ford days – and the club has welcomed the launch of the tender.

"It's an interesting and constructive development for British Formula 4," said BRSCC chairman Peter Daly. "We're now assessing our response to the invitation to tender."

STEPHEN LICKORISH

IN THE HEADLINES

MCLEOD'S DEBUT F4 PODIUM

Australian Formula Ford driver Cameron McLeod made his debut in British Formula 4 at Silverstone last weekend with Arden. He was slowest of the 17 drivers in qualifying but this netted him pole for the fully reversed-grid race and – despite a fuel spill on the initial start – he was able to hold on to finish second when the delayed race got under way. He was then eighth in the finale.

GINETTA JUNIOR ROOKIES

Four drivers joined the Ginetta Junior grid for the first time at Silverstone last weekend, bringing the field to 28 cars. Luke Watts (R Racing), Thomas Jack Lee (Race Car Consultants), AJ Rock (Team Hard) and Haydn Chance (Preptech UK) all entered the fray for the first time. It was Watts who took the best result of the quartet over the event, finishing 16th in the second race.

MURPHY'S VOLVO PLAN

Johnny Tempest and Tom Murphy will share driving duties in Racing Saloons next year in a British Touring Car-liveried Volvo 850. Murphy, who earned his first career win at Snetterton last weekend, normally races a Ford Sierra Cosworth but is hoping to use it for the Modified Ford series in 2022, allowing him to drive Tempest's car. Tempest raced the Volvo in 2015 but it has not been on track for some time.

WATTS TESTS HIS PANOZ

Historic racer Simon Watts had his first test in his ex-MBD Sportscar Team Panoz LMP07 (below) at Donington Park last week. The four-litre Mugen V8-powered car took part in the 2002 Le Mans 24 Hours, but retired with electrical problems. It has now been rebuilt by JDR. "I bought two cars from the US, the engines had been prepared for 2003 but they never raced," said Watts. "I am planning to race it in the Peter Auto series next season."



Slyfield secures British Drag Racing crown

DRAG RACING

Pro Modified veterans Nick Davies and Kevin Slyfield went head to head for the Motorsport UK British Drag Racing Championship last weekend at Santa Pod before Slyfield emerged on top.

The pair have battled all year, with first Slyfield ahead, then Davies. Entering the National Finals, less than a single elimination round of racing divided the pair.

In Saturday's qualifying, Slyfield took pole at 5.992s with Davies second at 6.001s, setting course for a final-round match of the season that would decide the title chase.

Slyfield's prospects rose when his opening opponent, Dutchman Michel Tooren, could not repair engine damage sustained during qualifying, gifting Slyfield and his supercharged Ford Thunderbird



a solo pass into the semi-final.

Davies beat Jon Webster in an all-turbo first-round match with a hefty top-end charge after his Pontiac Firebird shook severely off the line.

Slyfield faced a tense semi-final against Bobby Wallace. Consecutive mid-season defeats by Annie Wallace had cost Slyfield his points lead, but brother Bobby's earlier 6.0s consistency evaporated on a wild fishtailing run while Slyfield marched into

the final with his own 6.000s.

In the other semi-final, tyre shake again struck Davies at the start and another top-end charge, despite netting the event's fastest speed of 245.40mph, proved fruitless against French opponent Jean Dulamon, handing Slyfield the championship.

Slyfield celebrated in triumphant style, beating Dulamon in the final with the event's quickest pass, 5.975s.

ROBIN JACKSON

Castle Combe's Rallyday returns in style

RALLYDAY

Crowds flocked to Castle Combe last weekend for the popular Rallyday event, which was returning after a COVID-19 hiatus in 2020.

The event attracted stars such as works Hyundai driver Craig Breen and former co-driver Nicky Grist. The 20th anniversary of the late Richard Burns's World Rally Championship title victory was celebrated, and a special Subaru Impreza RB320 tribute road car was piloted



by his sister Jo.

Castle Combe managing director Graham Marshall said: "We really couldn't

have wished for a better return for Rallyday. It's been the perfect day. The quality of the cars we've

had here has been quite unbelievable and to have Craig Breen stopping in to catch up with everybody on his way to Rally Finland next week was incredible.

"Rallyday is all about a real mix of everything rallying from the grassroots right to the top of the WRC. We've achieved that again with Rallyday – there was truly something for everybody. I can't thank Jo [Burns] enough for coming to join us on what's been a very special day to remember Richard."

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IN THE HEADLINES

HALL SHARES MENZIES' CAR

Will Hall finished his hillclimb season sharing the championship-winning Gould GR59 of Wallace Menzies at Loton Park last weekend after his own Force hit technical problems. "It's a very kind offer and the car felt lovely as you'd expect," said Hall. For Menzies, it was payback for Hall from 2014 when Menzies was set to miss the Loton Park final after a couple of accidents. "Will offered me his car for the last event seven years ago and that debt's finally being repaid," he said.

SCOTS TO ANGLESEY IN MINI

Scottish Formula Ford 1600 racers Neil Broome and Ross Howe will take part in the Race of Remembrance at Anglesey in November aboard a Mini Cooper Cup car, alongside racing novice Scott Armstrong. The car, which was previously raced in the Scottish championship by Adam Kindness, had its first outing of the year in the Knockhill Motor Sports Club Modsports races earlier this month, with Armstrong taking Class H wins.

EAST RIDING STAGES RALLY

One-hundred places are available for next February's East Riding Stages Rally, a new closed-roads event over eight stages and 50 miles. Eighty-five of those entries will be picked at random, while the remaining 15 spots will be reserved for organiser Beverley & District Motor Club to use at its discretion.

BRITISH GP KART WINNERS

Lee Harpham won the British Superkart Grand Prix at Donington Park (below), overtaking Liam Morley at the final turn before Morley's engine cut out. Paul Platt retained his GP title in the F250 National class, while Kevin Ridley added the GP to his '0' plate in the F450 four-stroke category. Mark Bramhall overcame a major engine failure in an earlier heat to win the F125 Open class.



Loton Park has been pegged back to just one event in 2022



Reduced schedule for 2022 British Hillclimb Championship

BRITISH HILLCLIMB

The 2022 British Hillclimb Championship calendar has been revealed and features a further slight reduction in the number of events on what has traditionally been an extensive schedule.

The annual visits to the Channel Island hills of Bouley Bay and Val des Terres are back on the calendar, while Barbon Manor is being missed out for a year and Loton Park is pegged back to a single event – the championship finale in late September.

Only Prescott, Harewood and Shelsley Walsh now feature twice in the 13-event season, down from 14 this year.

"I think it's a good calendar, it's good to try different things," said 2021 champion Wallace Menzies, acknowledging that the previous 16 or 17-event schedule was a daunting one for competitors to fit around business and family life.

Championship coordinator Tim Wilson said: "We've taken a lot of feedback from our competitors in recent times, and a slightly reduced schedule is popular. There will be some double-header events."

It is likely that double-headers, featuring four championship run-offs across two days, will run at Gurston Down in May and Wiscombe Park in July and may feature at other events to be confirmed.

PAUL LAWRENCE

Nearys disqualified from Oulton GT

BRITISH GT

Barwell Motorsport Lamborghini pair Leo Machitski and Dennis Lind have extended their points advantage in the British GT championship after the Team Abba Racing Mercedes was disqualified from the recent Oulton Park event.

Abba's father-and-son pairing Richard and Sam Neary finished second in the first race, but scored maximum points because the winning

RAM Mercedes of Kevin Tse and Tom Onslow-Cole was a guest entry.

But following what British GT has described as "a breach of protocol in an ongoing technical matter", the car has been removed from the results for race one and race two, where it finished seventh, and its points redistributed.

A British GT statement said that a post-event assessment of the gearbox "could not be conducted on the agreed date after seals inserted by British

GT scrutineers were removed by the team during its subsequent GT Cup outing at Donington Park".

Autosport understands that the team will not appeal. The Nearys' disqualification means Machitski and Lind are promoted and score the 25 points. Their advantage over Ian Loggie and Yelmer Buurman (RAM Racing) with one race to go at Donington Park has increased from 13.5 points to 18.5 as a result.

JAMES NEWBOLD

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Locals van de Poele and Duez part of full Spa Six Hours entry

HISTORICS

Two of Belgium's greatest drivers, Marc Duez and Eric van de Poele, star on a capacity entry for Saturday's Spa Six Hours race, back on the international historic calendar after a year's enforced absence.

Five-time Spa 24 Hours victor van der Poele, who turns 60 today (Thursday), once again shares Ford CEO Jim Farley's GT40, one of 12 in the pack. Duez, 64, who has three 24-hour wins at the venue to his name, will co-drive a Shelby Cobra with Jacques Castelein and Kurt Dujardin.

German Audi ace Frank Stippler, who won the 2012 Spa 24 Hours, reunites with 2018 historic race winner Marcus Graf von Oeynhausen (GT40), while Fred Bouvy,

twice victorious in the modern classic, saddles Christophe van Riet's Cobra.

The dynamic of the pre-1966 GT field is slightly different in the COVID-restrained season, yet British teams still comprise a third of the 108-car entry.

Past winners include Simon Hadfield (in Wolfgang Friedrichs' Aston DP214), Miles Griffiths and David Hart (GT40s), Jon Minshaw (sharing his Jaguar E-type with Phil Keen), Andrew Smith and Chris Ward (Porsche 911s) and Diogo Ferrao, Andrew Haddon, Shaun Lynn, James Littlejohn and Andy Wolfe in Lotus Elans.

W Series champion Jamie Chadwick shares with Katarina Kyvalova (E-type) again, having made an impression in 2019.

MARCUS PYE

GT AND SPORTS CAR CUP TO LEAD COMBE CLASSIC

HISTORICS

The GT & Sports Car Cup takes centre stage amid a mixed programme at Castle Combe on Saturday, as the Autumn Classic event reverts to its usual one-day format.

Incessant rain wiped out the second half of last year's circuit 70th anniversary celebrations, but there is much to enjoy across a six-race timetable.

Local competitor Mark Williams (AC Cobra) will take some beating in the 90-minute GTSCC race. A 26R-spec Lotus Elan won in the wet last October, and drivers of the calibre of Dan Cox, Clive Richards and Historic F2 star Matthew Watts should make them ultra-competitive again. Wet or dry, Austin-Healey 3000 aces Jeremy Welch and Jack Rawles guarantee entertainment in a strong field containing Simon Orebi-Gann's Morgan SLR and John Davison's svelte Lotus Elite.

The 500cc Formula 3 race revisits the venue's first decade with a field including Cooper, Kieft and Staride machines. The Frazer Nash and Vintage Sports-Car Club grids go back to the 1920s and 1930s, and will provide plenty of tail-out action and FISCAR an inter-marque miscellany. A Jaguar race, a tradition from the first standalone Autumn Classic in 2013, showcases E-types, XK120s and Mk1 and Mk2 saloon models.

Away from the racing action, dedicated Club Avenue, Club Village and Future Classics parking areas, all within easy walking distance of the paddock hub, will feature dozens of cherished road cars.

MARCUS PYE



JOHN CROWSON 1942-2021

OBITUARY

John Crowson, who has died of prostate cancer aged 78, was a formidable competitor for 50 years.

Starting in gearbox karting in 1963, with a 210cc Barlotti, his driving passion peaked with Historic F1, winning his class in the FIA Thoroughbred GP championship in 2004 and 2006 in an Ensign N177.

Post-karting, speed events caught his eye. Inspired by Allan Staniforth's book *High Speed Low Cost*, Crowson and Graham Smith built one of Staniforth's

BMC A Series-powered Terrapins, and the car was campaigned through the 1970s.

The Terrapin was later sold to help launch John's Speedprint business. When Speedprint was sold in 1998 — then with a £7million annual turnover — Crowson could devote more time to racing. Thus he bought an ex-Keke Rosberg F2 Chevron-Hart B40 and the F1 Ensign.

Despite a period of poor health, he returned to race the Chevron and an Osella-Abarth PA1 sportscar with vigour, before hanging up his helmet in 2012.

MARCUS PYE

TOCA SUPPORTS SILVERSTONE 25-26 SEPTEMBER

Millar edges closest-ever Junior finish

GINETTA JUNIOR

Even for a series with a reputation for close racing, the finish to the final Ginetta Junior contest of the Silverstone weekend was remarkable. Points leader Aston Millar crossed the line just 0.01 seconds ahead of Robert de Haan to take the most dramatic of victories.

Even without the photo finish, it had been a thrilling race, with Will Jenkins, Millar and de Haan all taking turns in the lead. Jenkins made the early running before de Haan, briefly, and then Millar worked their way to the front.

De Haan then retook the place on the final tour on the grass exiting Copse but Millar was not to be denied, getting a super run out of the final corner to go around the outside of his Richardson Racing rival and secure the win by millimetres, with both going wide off the track at Woodcote in their attempts to secure the honours.

"I got a really good exit from the last corner and I didn't even see the chequered flag!" said R Racing's Millar, who admitted he only knew he had won when he saw his car pictured on the giant TV screen at the side of the



track. "It was a brilliant moment."

That victory capped another strong event for Millar, who maintained his incredible run of finishing every race this season inside the top six. He was second in a frenetic race two – which marked Jenkins' maiden victory, and the first this season for the frontrunning Elite Motorsport squad, as both he and Millar passed early leader Seb Hopkins at Becketts.

Hopkins had also initially led the opener but his defences were breached by de Haan at Becketts on lap three, and Millar made a rare error further around the lap by running wide at Luffield. De Haan initially pulled away from the squabbling pack but only just held on from Jenkins and Hopkins

at the finish, while Millar recovered to fourth after an eventful final tour.

Those results mean Millar's advantage now stands at 42 points over Liam McNeilly – who managed a best result of fifth in Northamptonshire – and he believes his consistent approach is now paying dividends. "It's such a tight championship so that consistency is what you need," said Millar. "It was heart-breaking to keep getting fifths [at the start of the year]. I've now got more confidence and I can keep pushing."

And that is ominous for Millar's rivals as he looks to continue his consistency and conclude the season in style.

STEPHEN LICKORISH

Wheatley seals Mini crown after frenetic finale

MINI CHALLENGE TROPHY

The Cooper class of the Mini Challenge fought out three frenetic slipstreamers at Silverstone. Dominic Wheatley claimed a deserved title in the final contest – despite not having won a race, his consistent high finishes in such a competitive series as this have been extremely impressive.

Wheatley was one of four in serious contention for the crown, along with reigning champion Harry Nunn, Matt Hammond and Louie Capozzoli, and it was Nunn who was first to fall. He'd qualified second to Wheatley but, after the early battling, Capozzoli established himself in front. Nunn ran briefly through the Luffield gravel while fighting Wheatley, before

disaster struck. A nudge from Joe Wiggin sent Nunn smashing into the pitwall, prompting red flags and a Capozzoli win.

Nunn was given dispensation to switch to a spare car, and he started from the pits in race two – and so did Hammond. An isolator issue had struck, and Hammond was off the list of realistic title contenders. This time, Charlie Mann got the better of Capozzoli, while Wheatley lost third to Tom Ovenden on the final lap.

With the top 10 reversed on the grid, the final race was the best. Poleman Mike Paul led for a few laps before Nelson King, then Capozzoli, then Wheatley got through. Ovenden was fourth going into the final lap, but got past Wheatley into Copse, then benefited from the leading duo's fight to squeeze ahead and defeat King by 0.010s, with Capozzoli a further 0.083s adrift. Wheatley just had to shadow Capozzoli to claim the crown, and fourth was enough.

MARCUS SIMMONS



Scrappy event for F4 contenders

BRITISH F4

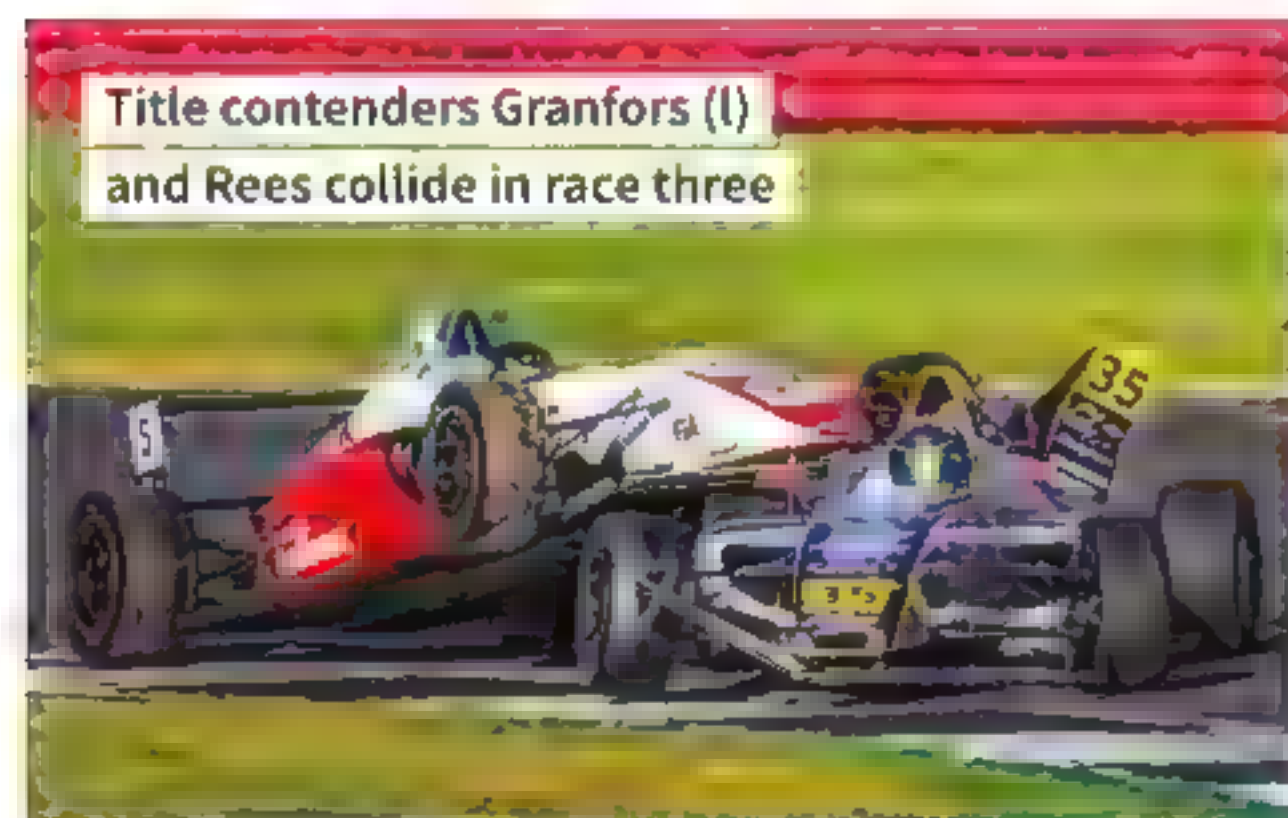
Matias Zagazeta entered Silverstone with a five-point lead in British Formula 4 – and he left with a slightly extended 17-point advantage. But that does not tell the story of an incident-filled weekend where all of the championship protagonists struggled.

The Peruvian's improved position was largely down to him converting pole into a win in the opener. It looked like closest rival Matthew Rees would threaten the Argenti driver after passing Aiden Neate, but Rees never got close enough to challenge and then drifted further back late on.

Things did not go as well in the other two races for Zagazeta, who tangled with Zak



Zagazeta kept Rees at bay to win opening contest



Title contenders Granfors (l) and Rees collide in race three

Taylor in race two and was restricted to 11th, before then being collected by David Morales at Brooklands in the finale.

Fortunately for Zagazeta, his rivals failed to capitalise, with Rees and Joel Granfors dramatically colliding in race three after the Swede was launched into the rear of the JHR car, having struck a kerb when attempting a move around the outside of Brooklands.

Instead, Georgi Dimitrov held off rookie Arden team-mate Cameron McLeod to win the reversed-grid race, while Joseph Loake pounced when an ambitious move from McKenzie Cresswell at Becketts delayed Zagazeta and Rees to triumph in race three.

STEPHEN LICKORISH

WEEKEND WINNERS

GINETTA JUNIOR

Race 1 (11 laps) 1 Robert de Haan; 2 Will Jenkins +0.153s; 3 Seb Hopkins; 4 Aston Millar; 5 Joe Warhurst; 6 Liam McNeilly. **Fastest lap** Freddie Tomlinson 1m11.438s (82.66mph).

Pole Millar. **Starters** 28.

Race 2 (14 laps) 1 Jenkins; 2 Millar +0.316s; 3 de Haan; 4 Hopkins; 5 Jamie Osborne; 6 Josh Rowledge. **FL** Jenkins 1m11.351s (82.76mph). **P** Millar. **S** 28.

Race 3 (14 laps) 1 Millar; 2 de Haan +0.010s; 3 Jenkins; 4 Rowledge; 5 McNeilly; 6 Callum Voisin. **FL** de Haan 1m11.269s (82.86mph). **P** Jenkins. **S** 28.

Points 1 Millar 480; 2 McNeilly 438; 3 Hopkins 426; 4 Jenkins 371; 5 de Haan 367; 6 Voisin 331.

MINI CHALLENGE TROPHY

Race 1 (11 laps) 1 Louie Capozzoli; 2 Matthew Hammond +0.238s; 3 Tom Ovenden; 4 Dominic Wheatley; 5 Charlie Mann; 6 Lewis Saunders. **FL** Ovenden 1m10.905s (83.28mph). **P** Wheatley. **S** 34.

Race 2 (16 laps) 1 Mann; 2 Capozzoli +0.193s; 3 Ovenden; 4 Wheatley; 5 Nelson King; 6 Ricky Page. **FL** Hammond 1m10.605s (83.64mph). **P** Capozzoli. **S** 34.

Race 3 (16 laps) 1 Ovenden; 2 King +0.010s; 3 Capozzoli; 4 Wheatley; 5 Mann; 6 Mike Paul. **FL** Ovenden 1m11.141s (83.01mph). **P** Paul. **S** 34.

Points 1 Wheatley 573; 2 Capozzoli 561; 3 Hammond 531; 4 Harry Nunn 529; 5 Mann 461; 6 Ovenden 460.

BRITISH FORMULA 4

Race 1 (21 laps) 1 Matias Zagazeta; 2 Matthew Rees +0.989s; 3 Aiden Neate; 4 Joel Granfors; 5 McKenzie Cresswell; 6 Marcos Flack. **FL** Rees 56.329s (104.84mph). **P** Zagazeta. **S** 17.

Race 2 (19 laps) 1 Georgi Dimitrov; 2 Cameron McLeod +1.476s; 3 Kai Askey; 4 Joseph Loake; 5 Tسانapol Inthraphuvasak; 6 James Hedley. **FL** Loake 56.779s (104.01mph). **P** McLeod. **S** 17.

Race 3 (20 laps) 1 Loake; 2 Flack +0.360s; 3 Askey; 4 Zak Taylor; 5 Dimitrov; 6 Inthraphuvasak. **FL** Cresswell 56.461s (104.59mph). **P** Zagazeta. **S** 17.

Points 1 Zagazeta 251; 2 Rees 234; 3 Cresswell 215; 4 Granfors 204; 5 Hedley 189; 6 Loake 169.

PORSCHE CARRERA CUP GB

Race 1 (17 laps) 1 Harry King; 2 Lorcan Hanafin +0.367s; 3 Kiern Jewiss; 4 Dan Cammish; 5 Matthew Graham; 6 Will Martin. **FL** King 55.003s (107.36mph). **P** Hanafin. **S** 22.

Race 2 (28 laps) 1 Cammish; 2 Hanafin +0.277s; 3 Martin; 4 King; 5 Graham; 6 Ross Wylie. **FL** Hanafin 55.083s (107.21mph). **P** Cammish. **S** 19.

Points 1 Cammish 95; 2 Hanafin 92; 3 Jewiss 77; 4 King 67; 5 Martin 62; 6 Lewis Plato 59.

GINETTA GT ACADEMY

Race 1 (16 laps) 1 Martin Wills; 2 Thomas Holland +0.264s; 3 Wes Pearce; 4 Toby Trice; 5 Gilbert Yates; 6 Darren Leung. **FL** Holland 1m03.864s (92.47mph). **P** Angus Whiteside. **S** 17.

Race 2 (22 laps) 1 Whiteside; 2 Wills +6.446s; 3 Holland; 4 Edward Acres; 5 Leung; 6 Roy Alderslade. **FL** Whiteside 1m03.297s (93.30mph). **P** Whiteside. **S** 16.

Race 3 (22 laps) 1 Whiteside; 2 Holland +8.001s; 3 Trice; 4 Wills; 5 Alderslade; 6 Acres. **FL** Whiteside 1m03.456s (93.06mph). **P** Whiteside. **S** 17.

King restamps his authority

PORSCHE CARRERA CUP GB

Given Harry King's superlative performances in the Porsche Carrera Cup GB last year, more of the same was expected this season. But, for a variety of reasons – including stiffer opposition – he has been unable to replicate that form this time around. And that meant it was difficult to believe King's victory in the opening race at Silverstone was just his second of the 2021 campaign.

The Team Parker ace grabbed the lead with a typical Harry King move, a brilliant dive down the inside of Lorcan Hanafin at Brooklands. Hanafin had little time to fight back as the race – which had already suffered

an incredibly long safety car period after Micah Stanley spun into the barriers at the pit entry – was red-flagged shortly after when Justin Sherwood and David Shaw collided at Luffield.

Points leader Dan Cammish was fourth in the opener, behind Kiern Jewiss, but that gave him the reversed-grid pole and the Redline driver duly converted that to victory, despite Hanafin putting him under intense pressure in the second half of the race.

Those results mean Cammish has a narrow three-point lead over JTR's Hanafin, while King – who dropped behind Will Martin to finish fourth in race two – is a distant 25 further back.

STEPHEN LICKORISH



King was at the head of the queue again at Silverstone

TOCA SUPPORTS SILVERSTONE 25-26 SEPTEMBER

Trice and Whiteside crowned as first champions

GINETTA GT ACADEMY

The inaugural season of the Ginetta GT Academy series has been all about two drivers. It was therefore fitting that Toby Trice and Angus Whiteside should wrap up their respective GTA and rookie crowns a round early when the category joined the British Touring Car support bill for the first time at Silverstone.

But, while the pair did enough to provisionally seal their titles, their stranglehold of the series did end in the opener. Trice was already on the backfoot after setting just one timed

lap in qualifying before being stranded in the Luffield gravel, and he had to start down in eighth. Whiteside, however, seemed well-placed to extend his recent run of wins by taking pole but the want2race driver's opener was just a brief contest. Battling with Roy Alderslade at Copse, he was sent spinning and was subsequently collected, his race over. With another collision at Brooklands, the safety car was called.

Former MG Owners' Club champion Martin Wills had shot into the lead at the start and, despite being briefly challenged by Thomas Holland at Becketts, the

Assetto Motorsport driver was able to hang on to take his maiden series win, while Trice worked his way up to fourth behind Wes Pearce.

The regular formbook was restored in race two as Whiteside had no such problems this time around, taking a lights-to-flag victory from pole, ahead of Wills, whose bid to retain second was aided by Holland passing Edward Acres for third in the closing stages. "This felt like redemption!" smiled Whiteside. "I got a break pretty early on – and it was a long 22 laps then."

Seventh place, and fourth in GTA, was enough for Trice to seal the crown – his progress from the very back aided by Gilbert Yates completely misjudging a dive up the inside of Becketts and clattering into Pearce, triggering a safety car period. "To be the first GTA champion is great," enthused Trice. "I have to thank SVG Motorsport – we've worked hard and got the results."

Whiteside got to enjoy similar celebrations after adding another win in the finale – his sixth from the past seven races. Series debutant Holland passed Wills at the start to take second, as Trice ended his weekend with a podium, having relegated Wills to fourth on lap three.

STEPHEN LICKORISH



HOW THE GT ACADEMY GRADUATED TO THE BTCC STAGE AT SILVERSTONE

A first appearance on the TOCA support package at Silverstone last weekend was a significant moment in the history of the fledgling Ginetta GT Academy series – a category that is successfully building momentum in its first season.

Being launched with a brand-new car in the middle of a pandemic meant the entry-level championship was thrown in at the deep end and one of the first challenges it had to overcome was the manufacturer getting the new G56s built in time for the start of the season in a world where Brexit and COVID-19 made car building difficult.

Yet that curveball was tackled and the series has attracted healthy grids in the high teens throughout its inaugural season – which, prior to Silverstone, had been focused on the British GT undercard. Joining the British Touring Car party in Northamptonshire was therefore a big deal.

"I got here on Thursday and was asking,

"Why is everyone so tense?" said Angus Whiteside, who sealed the rookie class crown at Silverstone, about the added expectation of appearing alongside the touring cars. "It's amazing to be here and amazing to see the crowds." And Whiteside wants to see those crowds more often next year – he's targeting a progression into the GT4 Supercup or Porsche Carrera Cup GB.

It is a similar story with Toby Trice, who also sealed the top GTA honours over the weekend. "It's special – and it's where I want to be," he said of the opportunity to race on the BTCC bill.

Ginetta motorsport manager Ash Gallagher added: "I think they're all really enjoying it and being at Silverstone makes it even better as it's a bucket-list track."

But, despite a successful first season – with one round still to go – Gallagher's attention has turned to the future. And he is encouraged by the significant amount of interest already received.

"Next year it looks really, really strong," he said. "We've already taken orders for 14 cars for rookie



drivers. For its second year, I would be amazed if it's not over 30 cars. I think it's testament to how enjoyable the car is to drive – it sells itself."

With the series set to retain a guest outing alongside the BTCC next year, it seems even more drivers will get to benefit from the prestige that brings as the Ginetta GT Academy establishes itself on the motorsport ladder.

STEPHEN LICKORISH



Daburn took
opening Future
Classics spoils despite
cracked diff housing
on his TVR

Night and day excitement for CSCC as it returns to Anglesey

ANGLESEY
CSCC
25-26 SEPTEMBER

The Classic Sports Car Club made a welcome return to the Anglesey International layout, with double-header day races and night battles, too. More than 250 entries took part, with dry, mild weather and smiling faces, despite a scramble to find fuel out on the roads.

Saturday's Future Classics 1980s encounter was won convincingly by Stuart Daburn (TVR Tuscan) despite a diff housing cracked in four places! Fellow Tuscan pilots Aston and Tony Blake won on Sunday. The 1970s group was nip and tuck, Geoff Beale (Sunbeam Lotus) crossing the line just 0.9 seconds behind the returning David Burke/Brian Saunders (Porsche 911 RSR). Nicholas King's immaculate DB4 finished a creditable second, ahead of more modern machinery, behind Burke/Saunders on Sunday.

A number of Modern Classics drivers picked up short-pitstop penalties on Sunday, following podiums in the first race. Oliver Smith (BMW E36 M3) was first in the opener, by just over a second from Matt Holben (Tuscan), with Holben victorious at the second attempt.

Having first started racing with the

CSCC in 2017, Dean Halsey (Datsun 240Z) finally took his maiden overall win, on what was an oversubscribed grid of Swinging Sixties. Stephen Pickering (Sunbeam Tiger) followed him home. Pickering went one better in race two, chased closely by Jamie Keevill's Lotus Elan, despite a battery change mid-race.

Robert Cooper saw the chequered flag first in Group 1 of the Magnificent Sevens, his 1600cc Caterham beaten narrowly by Alan Cooper in the second race. After a convincing Group 2 win for Tim Davis (Caterham C400), many expected a repeat on Sunday, despite a grid success penalty. A strong start for Davis was undone by a high-speed glancing blow with David Watson's Spire RB7 on the run up to Rocket. The latter's transmission had seized, causing a spin, collision, red flag and shortened race. Despite three tyres being damaged, Davis fought through to second overall, behind the other Spire of John Cutmore. Watson later addressed the drivers at the prize-giving, thanking them for their avoidance!

David Harvey scored a brace of victories in the Open Series races, his unusual Lotus 340R clearly suited to the Welsh circuit. Mark Smith and Bryan Bransom shared the concurrent New Millennium spoils in their similar E36 M3s, the latter making up 10 places to do so. Stuart Emmett/Dan Ludlow (Honda Civic) and John Hammersley/Nigel Tongue (VW Scirocco) exchanged wins and second places in the Turbo Tin Tops class.

Tom Mensley had Tin Tops victory snatched from his grasp earlier in the season after indiscretions, but this time there were no mistakes with wins for his Renault Clio in both races. Blair Roebuck equalled his best CSCC result yet, with a second place, in his Honda Civic. Comeback of the meeting



WEEKEND WINNERS

FUTURE CLASSICS & MODERN CLASSICS

Race 1 Stuart Daburn (TVR Tuscan Challenge)

Race 2 Aston & Tony Blake
(TVR Tuscan Challenge)

SWINGING SIXTIES

Race 1 Dean Halsey (Datsun 240Z)

Race 2 Stephen Pickering (Sunbeam Tiger)

MAGNIFICENT SEVENS

Race 1 Tim Davis (Caterham C400)

Race 2 John Cutmore (Spire RB7)

OPEN SERIES & NEW MILLENNIUM & TURBO TIN TOPS

Races 1 & 2 David Harvey (Lotus 340R)

TIN TOPS

Races 1 & 2 Tom Mensley (Renault Clio)

NIGHT RACES

Modern Colin Watson (Caterham C400)

Classic David Burke/Brian Saunders
(Porsche 911 RSR)

CLASSIC K

Race 1 Mel Taylor (Lotus Elan S1)

Race 2 Jamie Boot (TVR Griffith)

For full results visit: tsl-timing.com

went to Adam Brown, who received the clerk's permission to swap his stricken Ford Fiesta for a Vauxhall Astra GTE. After a 300-mile round trip, he charged from the back to pass 25 cars and finish second on Sunday, a well-timed safety car helping his cause.

The Modern night race was a cracker, as the Ginetta G50s of Dylan Popovic and Harry and Chris Petch exchanged places repeatedly, with their brake discs glowing angrily. But it was Colin Watson's Caterham C400 that prevailed, with Carl Exton/John Byrne's Caterham 7 just 0.5s behind.

Elsewhere, Mel Taylor (Elan GTS) won the first Classic K race, Jamie Boot (TVR Griffith) the second.

DAVID SMITHERAM

Title rivals come to blows in eventful BRSCC meeting

DONINGTON PARK
BRSCC
25-26 SEPTEMBER

There was plenty of last-lap drama and title rival tensions during the British Racing and Sports Car Club's visit to Donington Park.

The opening Mazda MX-5 Championship race, which was one of the most dramatic of the weekend, provided both as Sebastian Fisher took his first-ever car racing victory after Oliver Allwood collided with chief rival Jack Brewer.

Points leader Brewer led away from pole, as fellow front-row starter Zak Oates was swamped off the line. Allwood rose from fifth to challenge Brewer on the opening lap, as Fisher lost ground at the Fogarty Esses. After conceding the lead to Allwood at Fogarty, Brewer regained the advantage one lap later at the Melbourne Hairpin.

Having recovered to third, Fisher rejoined the lead contest after Allwood ran into the back of Brewer at Redgate. Brewer then ran wide at Coppice, allowing his two pursuers to draw alongside, with Allwood coming through the middle to lead from Fisher.

On the penultimate tour, Brewer passed Fisher through the Craner Curves before retaking the lead at the hairpin. Allwood tried to draw back alongside exiting Redgate for the final time, but tapped Brewer into a spin, while damaging his own steering in the process. That allowed Fisher to sail through to a comfortable win, while Brian Trott was denied second place due to a 10-second penalty for being out of position on the starting grid. Luke Pullen was promoted to second, while Allwood salvaged third and Brewer 10th.

Allwood started four places behind Brewer in 13th for race two, having been handed a 10-place grid penalty for the earlier incident. Both made rapid progress

through the field to catch up with early leader Fisher, but the title rivals made further contact at the hairpin while contesting second, putting Brewer on the grass.

Fisher held on to take his second win in a row after a late safety car period, while Callum Greatrex took second at Fogarty on the final lap as Allwood and Brewer's squabble continued, the former snatching third from his rival at the final corner.

"I'm over the moon," reflected Fisher on his double victory. "Me and dad have been doing this for eight years. We've never won anything so, to have two wins, I'm thrilled."

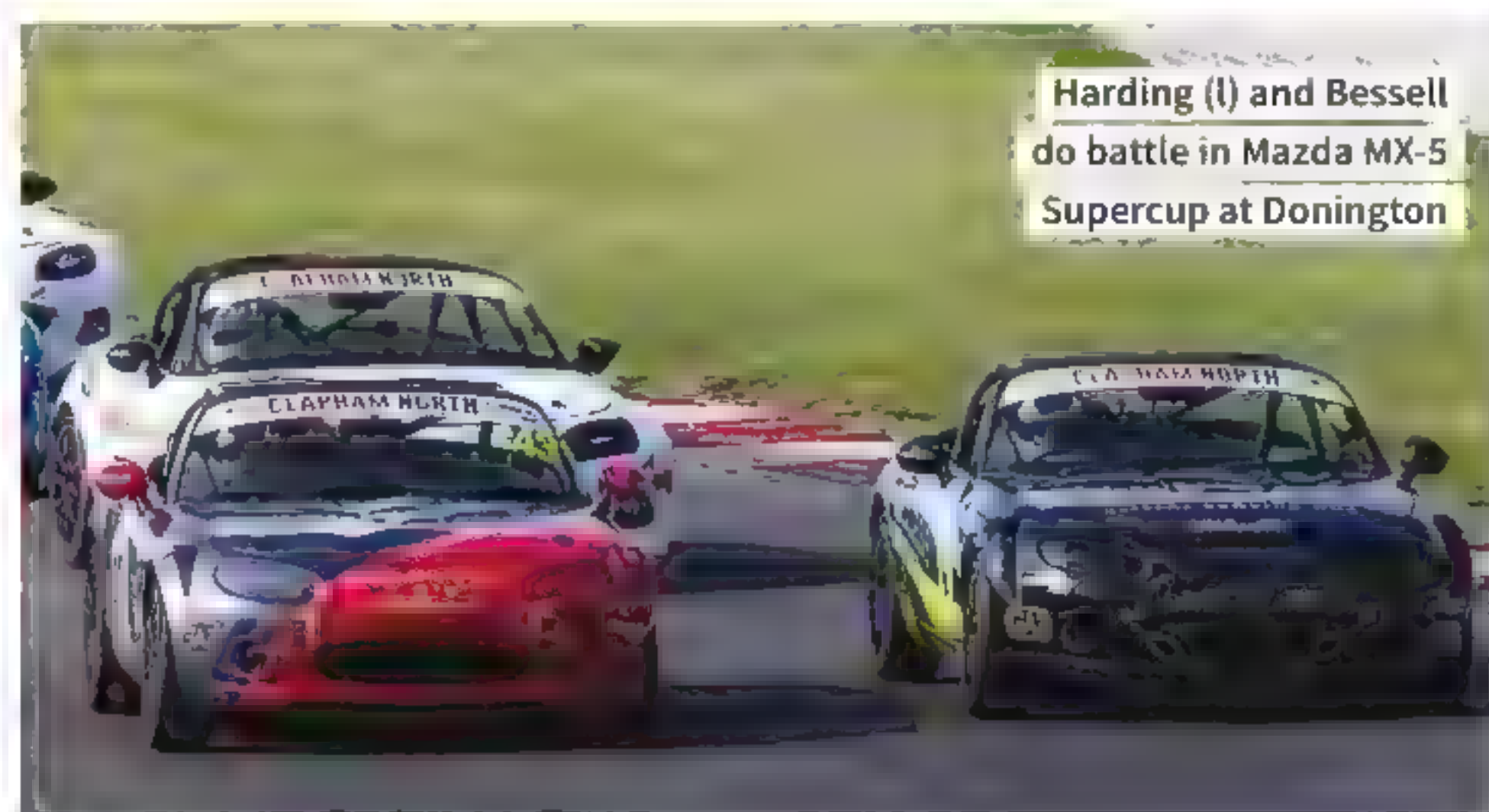
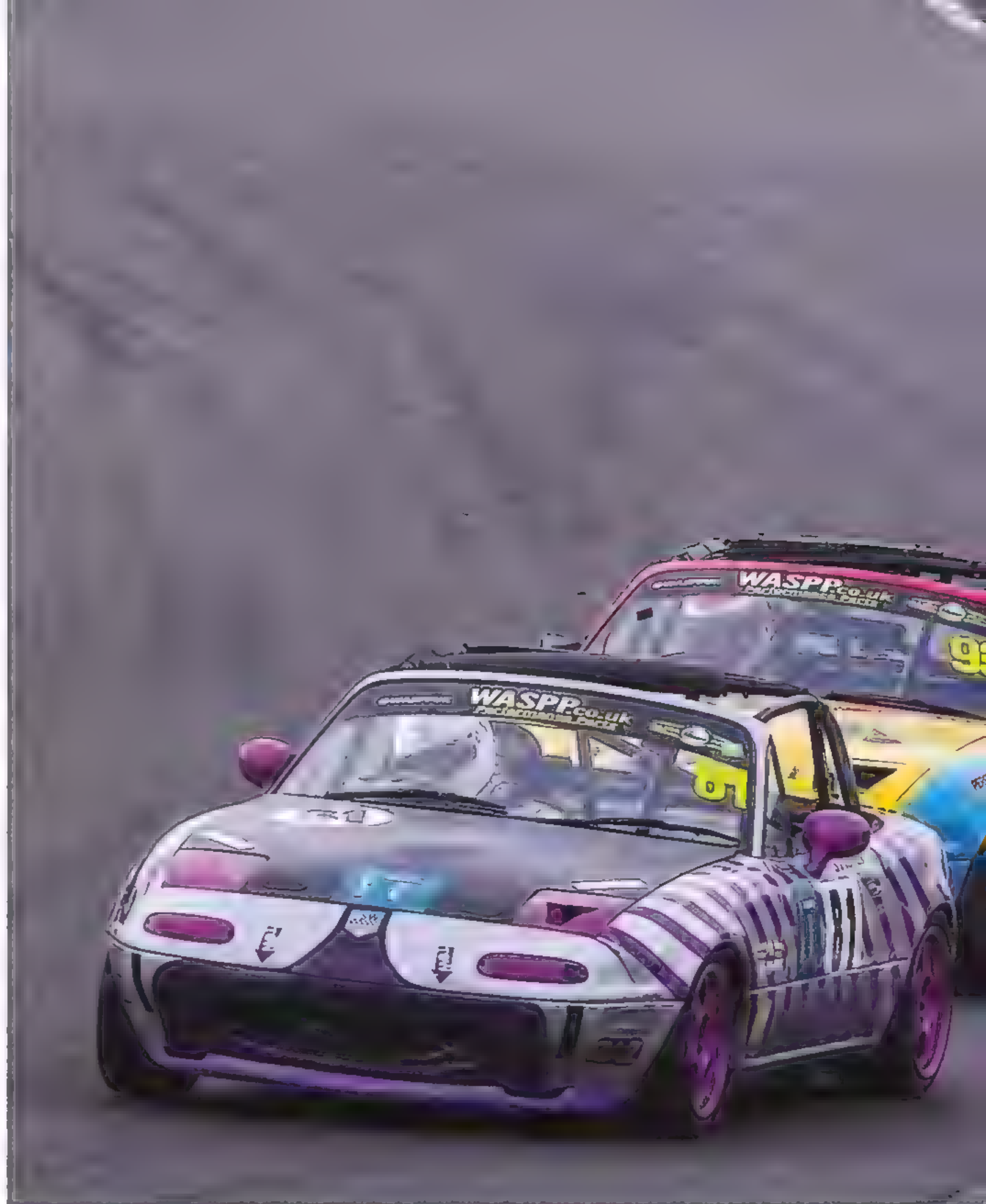
Fisher led again in the final encounter, but soon lost out to Allwood and Brewer.

Having briefly dropped behind Brewer at McLeans, Allwood moved back past exiting Goddards with the help of a push from his AB Motorsport team-mate Fraser Fenwick, who moved into second. Brewer lost further places before recovering to third and, despite a late charge, was unable to prevent Allwood taking victory ahead of Fenwick.

"It's been really good," said Allwood, after closing to within a few points of Brewer ahead of the final round. "It's nice to go toe-to-toe with the person you're racing against [for the championship]."

It was also a close affair between title contenders Samuel Smith and Jack Harding in the Mazda MX-5 Supercup races.

A huge first-corner pile-up led to the



WEEKEND WINNERS

MAZDA MX-5 CHAMPIONSHIP

Races 1 & 2 Sebastian Fisher

Race 3 Oliver Allwood

MAZDA MX-5 SUPERCUP

Races 1 & 2 Samuel Smith

Race 3 Adam Bessell

FIESTA JUNIOR

Race 1 Jenson Brickley

Race 2 James Wallis

FIESTA CHAMPIONSHIP

Races 1 & 2 Simon Horrobin (ST180 Turbo)

Race 3 Rob Smith (ST180 Turbo)

BMW COMPACT CUP

Races 1 & 2 Mikey Doble

BRITISH SUPERKART GP

Heat 1 Lee Harpham (MS Kart)

Heat 2 Liam Morley (Anderson CSK)

Final Lee Harpham (MS Kart)

CLUBSPORT TROPHY

David Shead/Malcolm Edeson (BMW Compact)

MAZDA MX-5 CLUBMAN

Race 1 Matthew Bankhurst

Race 2 Jay Shepherd

WELSH SPORTS & SALOON CAR

Races 1 & 2 Jason Davies

(Ford Sierra Cosworth)

ZEO PROTOTYPE CUP

Race 1 Charles Hall (Chiron CN2)

Race 2 Mike Jenvey (Jenvey-Gunn TS6)

For full results visit: tsl-timing.com



opening race being halted and halved to a 10-minute encounter. Smith and Harding went side-by-side through the first few corners at the restart, with the former prevailing ahead of Patrick Fletcher and Adam Bessell, as Harding recovered to fourth after running off the road at McLeans.

Harding was unable to prevent Smith winning again in race two, but came out on top in a battle with his rival in race three to finish second, as Bessell took victory.

After a collision at the previous round, it took just one corner for Fiesta Junior title battlers Deagen Fairclough and Jenson Brickley to make contact again into Redgate at the start of race one.



Brickley dropped behind James Wallis as a result, but reclaimed second before the lap was completed. Into Redgate for the second time, Fairclough spun after battling with Brickley again, the officials later declaring the skirmish a racing incident. Brickley dominated the remainder of the race despite a safety car intervention, with Wallis prevailing in a close battle for second with Sid Smith. Fairclough pulled into the pits on the final tour, his team citing a wheel bearing issue.

Fairclough's woes continued in the second race, dropping to the back of the field from pole after failing to release the handbrake fully at the start. That allowed Brickley to lead, but he was chased hard by Wallis throughout. Despite remaining in front until the finish, a 5s penalty for exceeding track limits demoted Brickley to second, handing a maiden victory to Wallis.

Fairclough stormed through the field after his early issue to snatch third at the final corner from Smith, only to receive a 15s track limits penalty dropping him to ninth and leaving him with ground to make up to Brickley at the final round.

Alastair Kellett was denied a third straight win on the final lap of the opening senior Fiesta race by Simon Horrobin, and dropped further places to Rob Smith and

David Nye after a 5s track limits penalty. Smith led the majority of the second race, but it was Horrobin who again snatched victory on the final lap at Goddards.

The lead changed hands again on the last lap of the third encounter after John Cooper pulled into the pits with an issue, allowing Smith to finally take a maiden victory while also extending his points lead over Nye. Luke Pinder endured a difficult three races after suffering a repeat of the turbo issues from the previous round.

Mikey Doble took his first win in the BMW Compact Cup after a gearbox issue denied Steven Dailly at the final corner. Doble triumphed again in race two, as Dailly sealed his fifth crown after recovering from the back of the field to finish third.

Having shared the spoils in the two heats, Lee Harpham and Liam Morley contested victory in a thrilling British Superkart Grand Prix final. Following a red flag period, it was Harpham who prevailed with a last corner pass on Morley, who agonisingly slowed with an engine issue before the line.

STEVE WHITFIELD



McCullough bags Martin Donnelly Trophy hat-trick

KIRKISTOWN
500MRCI
25 SEPTEMBER

Fifteen years after he won the first Martin Donnelly Trophy at Kirkistown, Ivor McCullough returned and did it again using the very same Van Diemen RF01.

His success last weekend was actually his third 'Donnelly' victory — the second came in 2012 — but this time he did it in spectacular style, having started from the back of the grid after missing qualifying due to work commitments, and it also happened to be his first race of the year.

McCullough was helped in his quest when brother David and Jordan Dempsey tangled at Colonial after just a handful of laps. Also, Alan Davidson was tipped into a full 360-degree spin at Debtor's Dip and Darwin Smith went gardening at the same spot, while Brandon McCaughan and Drew Stewart tangled at Fishermen's and retired.

All of this helped Ivor McCullough, who had been picking off the midfield runners one by one, to make even more rapid progress towards the front.

In theory things should have settled down but, as is typical with Formula Ford action, they didn't. Instead, the lead group reformed with Dave Parks, the recovering Davidson and Dempsey still very much involved as Ivor McCullough arrived on the back of the pack before he worked his way through to emerge in front. It took several nailbiting laps before this all worked out but, when the chequered flag flew, McCullough was in front with Parks and Davidson next in line. Dempsey, who had earlier won the opening FF1600 encounter from the McCullough brothers (Ivor ahead of David) brought his tattered Van Diemen RF99 home in fourth spot.

Among the Pre-90 brigade, McCaughan took the top honours — and fourth overall — from Davidson in race one after a banzai

move at the Hairpin, while fellow Mondiale M89S driver Davidson's third overall in the 'Donnelly' restored the status quo.

There were upsets in Formula Vee where, after a red flag and restart in race one, Jordan Kelly proved to be the class of a very full field. Obviously nobody had told him that Class B drivers aren't supposed to win, since the Donegal man simply drove his Sheane — the same car that his father Brian used to claim the Vee title in 2003 — away from everybody in both races, the second one netting him the Emerson Fittipaldi Trophy. Tim Murray (Leystone) and Anthony Cross (Sheane) completed the podium party on both occasions.

The Irish Legends also provided plenty of entertainment, with Dublin teenager Jamie Moylan winning the first and third races, both times from Peter Barrable, and placing third in the race he didn't win. That went to Geoff Richardson from Robert Barrable, and Richardson also took a third spot in race one, while 76-year-old Ivor Greenwood finished third in the final encounter.

Philip Sheane took Formula Sheane race one honours ahead of Richard Kearney and Derek Roddy, while the spoils went to Kearney from Roddy in race two, with Paul McLoughlin third ahead of Sheane.

A brace of Roadsports encounters yielded identical results, with Jim Larkham's Radical PR6 leading Niall Fitzsimmons's Prosport over the line. Fast-starting John Benson's Crossle took a brace of third spots and was right up at the front in the opening laps before the Radicals took over.

The Mondello-based Leons of Shane Murphy, Barry English and Sam Mansfield claimed a brace of



WEEKEND WINNERS

KIRKISTOWN

NORTHERN IRISH FF1600

Race 1 Jordan Dempsey (Van Diemen RF99)

Race 2 (Martin Donnelly Trophy) Ivor McCullough (Van Diemen RF01)

FORMULA VEE

Races 1 & 2 Jordan Kelly (Sheane FV97)

LEGENDS

Races 1 & 3 Jamie Moylan

Race 2 Geoff Richardson

FORMULA SHEANE

Race 1 Philip Sheane

Race 2 Richard Kearney

ROADSPORTS

Races 1 & 2 Jim Larkham (Radical PR6)

SALOONS/SEATS/MAZDAS

Races 1 & 2 Shane Murphy (SEAT Leon)

FIESTA ZETECs

Race 1 Paul Stewart

Race 2 Colm Barrable

For full results visit: speedhive.mylaps.com

SNETTERTON

RACING SALOONS/PRODUCTION GOLFS & BMWs

Race 1 Tom Murphy (Ford Sierra Cosworth)

Race 2 Nigel Innes (BMW M3)

F3 CUP

Races 1, 2 & 3 Stefano Leaney (Dallara F317)

PRODUCTION GTIs

Races 1 & 2 Simon Hill (Volkswagen Golf GTI)

Z CARS/NEW GEN PRODUCTION BMWs

Race 1 Edd Giddings (BMW Z4)

Race 2 Chris Murphy (BMW Z4)

NORTHERN SALOONS & SPORTSCARS

Race 1 Colin Simpson (Marcos Mantis)

Race 2 Mark De'ath (Subaru Impreza)

For full results visit: tsl-timing.com

1-2-3 finishes in the SEAT contest. The concurrent NI Saloon affair was headed by another SEAT, the Cupra of Donal O'Neill beating Greer Wray's BMW over the line twice, while Gregory McMillan topped the Mazda MX-5 results.

Paul Stewart won a nailbiting Fiesta Zetec opener ahead of Neville Anderson and Megan Campbell. Race two ended with a red flag before half distance when Greg Elliott crashed at Fishermans. None of this concerned Colm Barrable, who fought hard to stay ahead of German visitor Timon Dohnke. The talented Campbell scored her second podium finish of the day, having successfully fought off the advances of Anderson for third.

RICHARD YOUNG

Murphy passes Innes on final lap to take victory



Victory at last for Murphy as Leaney, Giddings take titles

SNETTERTON

MSVR

25 SEPTEMBER

Tom Murphy waited until the last Racing Saloons round of the season to score his maiden win in the first contest.

Murphy, who has been competing on and off for 10 years, put his Ford Sierra Cosworth in front of Nigel Innes on the final lap. He'd trailed the BMW M3 for most of the race, before hunting Innes down in time for a dramatic finish.

Murphy had also been struggling with a gear-selector problem, and spent the whole of the second race holding the gear lever in place and steering one-handed. Innes was the winner this time, with Murphy having to settle for second. BMW Z4s made up the podium on both occasions, with Chris Murphy claiming the first and Callum Bates the second.

Elsewhere, championships were being decided. Stefano Leaney (Dallara F317) wrapped up the F3 Cup with a race to spare, winning all three final encounters convincingly. George Line won another Cup class title.

Simon Hill used a great start in race one to

leapfrog into top Production GTI spot, coming from fourth and converting it into a pair of wins. Championship leader Martyn Walsh was absent due to a crash at an earlier round.

The Z Cars/New Generation BMW series went the way of Edd Giddings as expected. He won the first race comfortably from fellow Z4 driver Chris Murphy and this was enough to secure the title, but he was denied a clean sweep of wins. With his car making ominous noises at the start of race two, Giddings stopped in the pits to sort out a loose rear window. He was third overall, behind Murphy and Callum Bates.

The Northern Saloon & Sportscar Championship may have already been decided, but there was still action to be had at the front. Colin Simpson won the first race in his Marcos Mantis, taking the flag in front of Mark De'ath's Subaru Impreza. Jon Woolfitt's Spire had started from pole, but gear-linkage problems forced him out after three laps.

Simpson himself was battling against an oil leak, which meant his withdrawal from the second race, in which De'ath took the spoils. Drew Myerscough's Caterham C400 followed De'ath home both times.

RACHEL HARRIS-GARDINER

Hill took top spot in both Production GTI races



Champion
Menzies trimmed
previous Loton record
by an incredible
1.42 seconds



HILLCLIMB RESULTS

ROUND 27

1 Wallace Menzies (3.3 Gould-Cosworth GR59M) 41.76s; 2 Alex Summers (2.7 DJ-Cosworth Firestorm) 42.55s; 3 Scott Moran (4.0 Gould-Judd GR59J) 42.67s; 4 Sean Gould (4.0 Gould-Judd GR59JB) 42.72s; 5 Trevor Willis (3.2 OMS-RTE 28) 42.83s; 6 Dave Uren (3.5 Gould-NME GR55B) 43.61s; 7 David Warburton (1.6 Gould-Suzuki GR59) 44.93s; 8 Paul Haines (1.3t Gould-Suzuki GR59) 44.95s; 9 Richard Spedding (1.3s GWR-Hayabusa Raptor 2) 45.28s; 10 Matthew Ryder (1.6 Empire Wraith-Hayabusa) 45.75s.

ROUND 28

1 Menzies 41.81s; 2 Summers 41.85s; 3 Moran 42.17s; 4 Willis 42.62s; 5 Gould 43.05s; 6 Uren 44.15s; 7 Haines 44.16s; 8 Warburton 45.06s; 9 Spedding 45.23s; 10 Graham Wynn (4.0 Gould-Judd GR59J) 45.43s.

POINTS

1 Menzies 211; 2 Summers 197; 3 Gould 175; 4 Moran 159; 5 Willis 125; 6 Uren 98

Another record-breaking day as Menzies ends season in style

**LOTON PARK
BRITISH HILLCLIMB
25-26 SEPTEMBER**

After a season of highs, the final day of the British Hillclimb Championship delivered with a truly stunning day of competition in the parkland setting of Loton Park.

The bare facts show that newly crowned champion Wallace Menzies added two more run-off wins to his tally to take it to 17 (and 10 other podiums) from 27 rounds. In the process, he headed a wholesale decimation of the hill record, only set in June by Sean Gould in a similar Gould GR59.

Menzies's best time of the weekend, a 41.76s in the first championship run-off, slashed a massive 1.42s from the record, a margin almost unheard of in modern-day hillclimbing. But Menzies was not alone in blitzing the old record, with a total of 15 runs through the day under the previous mark of 43.18s. When Menzies went sub-42s in the first run-off, the crowd erupted at seeing an incredible new standard established for the Shropshire hill in a season when the top runners

have broken the hill record at five of the nine venues on the 2021 schedule.

Alex Summers led the chase, as he has done so often this season, with a 42.55s in his DJ Firestorm as Scott Moran, Gould and Trevor Willis all bettered the old record.

At the end of the afternoon, Summers dug deep and almost claimed the second run-off with an attacking 41.85s climb. Then, on the last competitive run of the hillclimb season, Menzies managed to nibble 0.04s from Summers's mark to wrap up his title season with a 41.81s. It was breathless stuff, and the crowd loved it.

"That was a bit fraught," said Menzies after the second run-off. "The car was running a bit hot and the engine was leaning off on the second class runs." Remote access to the data by Lee Penn in Nottingham helped resolve the issue in the very limited time available. "It's been another fabulous team effort," Menzies added.

Summers said: "I was left-foot braking for the first time in this car. It keeps the car more stable under braking."

Moran, Willis and Gould again beat the old mark, and Moran's 42.17s climb

showed that it was not all about Menzies and Summers. Behind Dave Uren, Paul Haines was once more the star of the non-V8 pack with two mighty performances in his 1300cc turbocharged Gould. "That's the culmination of seven years of work," said Haines as he prepared to put number 7 on the car for the 2022 campaign.

David Warburton, in his 1600cc Gould, also joined Haines in the top 10, while arch-rival Eynon Price, despite a major engine drama that cost him any points on Sunday, will also have a coveted top 10 number for 2022.

But at the end of the day, Menzies and the Tom New team had done it again, and they did it in style. The British Hillclimb Championship has had a glorious season, and this was another day that left everyone breathless and in awe of the level at the top of the discipline.

PAUL LAWRENCE

Runner-up Summers was
one of four other drivers
to break previous record



Edwards back on top after super first stage

TRACKROD RALLY
BRC
24-25 SEPTEMBER

The battle for top spot on round four of the British Rally Championship was over as quickly as it started, before reigning champion Matt Edwards cruised to a comfortable half-minute Trackrod Rally victory.

Edwards and navigator Darren Garrod pulled out an incredible 17.3-second lead on the first stage, the 11.23 miles of Dalby, which was played out in the dark on Friday night. That proved unassailable for the chasing pack, with the performance more than making up for the pair's non-finish at last month's Grampian Forest Rally, where a misfiring engine forced them into retirement.

"Our backs were against the wall coming here and we pulled the rabbit out of the hat when we really needed to," said Edwards, who added that the teething problems with his Volkswagen Polo R5 have now been cured. "The pressure was on for the championship and it feels great to get the win."



There was no stopping Edwards after he built a 17.3-second lead on opening test

An overshoot on Dalby left Osian Pryce on the back foot, with a wrong tyre call for Saturday morning's first test opening the door to Matthew Wilson. Pryce persevered, however, and edged his Volkswagen ahead of the M-Sport Ford driver on the closing stage to finish runner-up by 0.8s.

Back in the British Championship following his horrific smash on July's Nicky Grist Stages, Ollie Mellors steadily built up his confidence to claim fourth

in his Proton ahead of BRC National winner Stephen Petch in fifth.

After missing the Grampian and failing to register a point at the Nicky Grist Stages, William Creighton returned to winning ways in Yorkshire by leading the Junior BRC field home. Creighton inherited the lead on the second stage, and his final buffer over Eamonn Kelly was nearly 90s. "I'm delighted to win and earn some solid championship points," said Creighton.

JASON CRAIG

Vitols and Tohill win as BRX returns to Knockhill

KNOCKHILL
BRX
25-26 SEPTEMBER

British Rallycross returned to Knockhill for the first time since 2014, and it was two drivers making their first appearances at the Scottish venue that came away with the victory spoils.

After winning the season opener at

Lydden Hill in a prize drive for claiming the Super1600 category title last year, Roberts Vitols has remained in the British Rallycross Championship 5 Nations Trophy's top division and, after being left on the line in the final of Saturday's round, he set a blistering pace once under way.

The Latvian then capitalised when others ran into trouble, including polesitter and early race leader Ollie O'Donovan, who spun

in the opening stages in damp conditions, and Steve Hill, who succumbed to a broken CV joint from the lead later in the race. Having run in clear air for most of the final, Vitols stormed to a fightback win in his Citroen C4, ahead of O'Donovan and Tristan Ovenden.

On Sunday, double European champion Derek Tohill set the pace in qualifying in his Ford Fiesta and led the final all the way to claim his second win of the campaign and keep his title hopes alive. Vitols again had to fight back – having failed to finish two of the qualifiers, he then lost time in traffic in the final but wound up second.

Julian Godfrey had retired from Saturday's action with a blown engine in his Fiesta but switched to the Citroen DS 3 vacated by a disgruntled Mark Donnelly on Saturday evening, the reigning champion choosing to sit Sunday out after reliability woes, but Godfrey drove the car to third. Hill and Ovenden each jumped a place to complete the top five when O'Donovan was handed a five-second track marker penalty.

HAL RIDGE





A LONG RECORD IN THE ART OF RESTORATION

From a famous land-speed special to an Indy 500 frontrunner, restorer and racer Geraint Owen has a fascination for making old machines work

STEFAN MACKLEY

UK club racing is home to a plethora of unique and wonderful machines, each with its own stories that have in some way played a part in the history of motorsport — no matter how big or small.

Many will have spent decades hidden from view though, left to rust in garages or undergone crude modifications making them almost unrecognisable from how they raced in period. And many would have fallen further into disrepair were it not for

the hard work of restorers, who spend hundreds of hours fettling these machines, meaning they can return to track action with most in original specification.

Geraint Owen is no exception, and it's little surprise that the 53-year-old Welshman has become a historic restoration stalwart, having followed in the footsteps of his father, Owen Wyn Owen — a renowned restorer of cars in his own right. Not to mention having a land-speed record car as a mainstay of home life growing up.

Owen Jr. has
showcased former
land-speed record car
Babs across the
country.



Parry Thomas with (l-r)
Babs, a Leyland-Thomas
and a Thomas Flatiron

“HE FOUND A LOT MORE THAN HE WAS EXPECTING IN NOT QUITE AS BAD CONDITION AS HE EXPECTED”

before setting a new benchmark the next day of 171.02mph.

A further attempt on 3 March 1927 to beat a new record set by Malcolm Campbell ended in disaster, though, as the car crashed – most likely due to a failure of the right-rear wheel – and Parry Thomas was killed instantly.

The decision was taken to have the damaged machine buried on the Pendine Sands beach, which is where it remained for more than 40 years until Owen's father took it upon himself to locate, recover and rebuild the wreckage.

“Being a proud Welshman in the mid-1960s with the Campbell legacy that Donald Campbell went on to do and all the Malcolm Campbell stuff that had gone on before, he was rather annoyed that Parry Thomas had been rather forgotten in the mists of time,” says Owen Jr. “He took a view that, even if he went and dug up the remains and ended up putting the crankshaft on its end in a museum somewhere, at least there would be something, somewhere, to act as a memorial to Parry Thomas.

“And so that was the path he went down. He eventually got permission to dig it up [from a relative of Parry Thomas] and he found a lot more than he was expecting in perhaps not quite as bad a condition as he was expecting.”

Despite being buried under the sand and exposed to salt water for more than 40 years, as well as the crash damage it had sustained, Babs was largely intact when it was retrieved in 1969.

It underwent restoration across a two-year period and by the early 1970s was a rolling chassis before it was showcased across the country as more work was completed over the following years.

“If you put aluminium and steel in salt water they turn into a battery and the aluminium disappears and the steel parts are protected,” says Owen on how much of the wreckage survived. “The gearbox is the classic case, the casing you could poke your finger through because it had just gone to pulp, but the gears inside were completely useable in the restoration.”

The car has appeared at both the Goodwood Festival of Speed and Revival in recent years, although Owen admits it is due another restoration having now “been out of the ground longer than it was buried”.

While Babs might be the most famous machine that Parry Thomas drove, it certainly wasn't the only one and, perhaps even more unsurprisingly, Owen has one of those other cars in his collection, having kept tabs on it for over 30 years.

“I am restoring the Parry Thomas Flatiron eight-cylinder grand prix car,” he says. “Instead of a big Brooklands outer circuit, land-speed record car like Babs or even >>

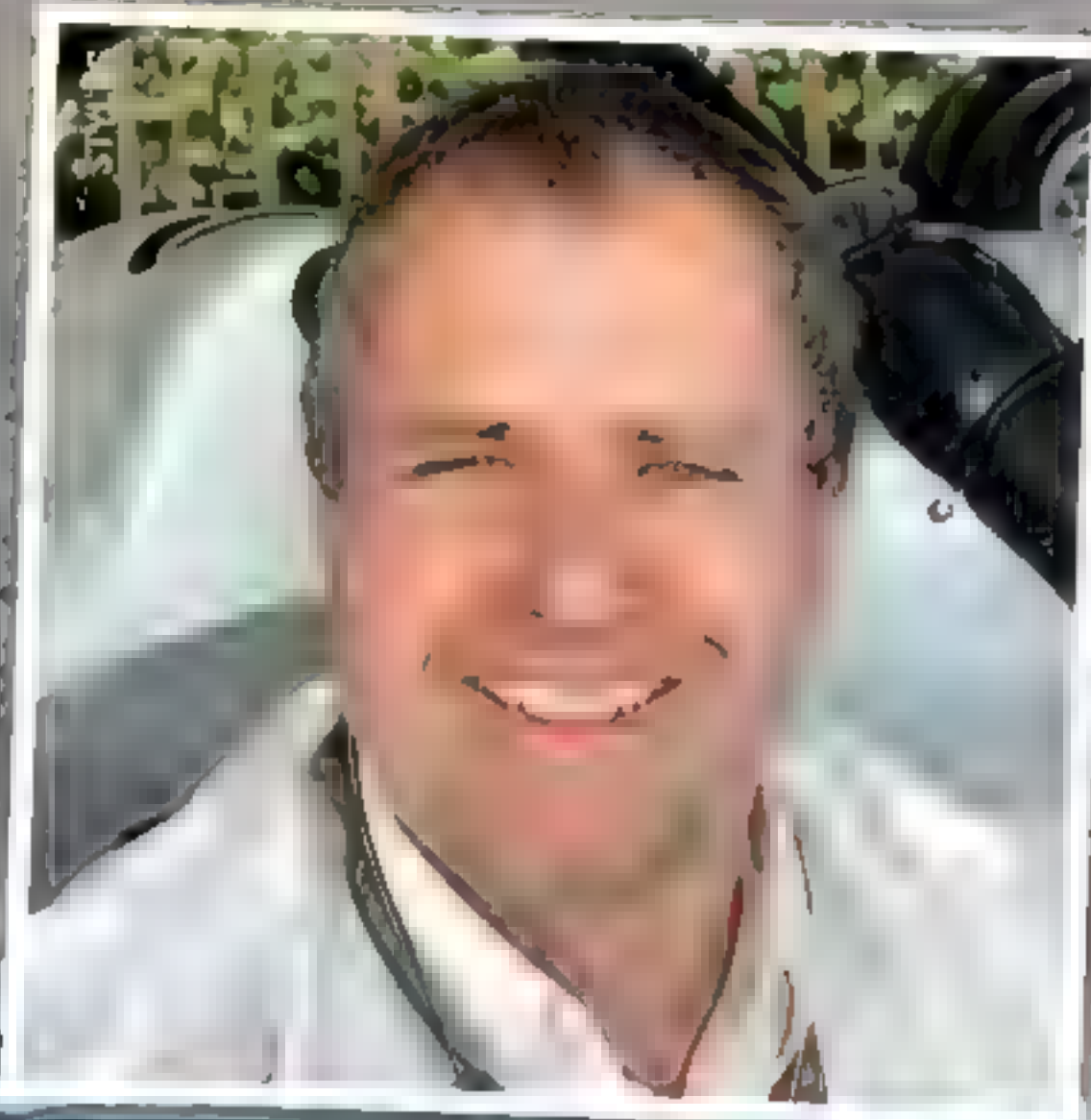
“Babs came home when I was 10 months old, so as I've grown up there's always been a land-speed record car in the workshop,” says Owen. “You're five years old, you don't understand why other children don't have big cars in a shed!”

Babs has become synonymous with the Owen family, but decades before – in the hands of fellow Welshman John Godfrey Parry Thomas – was when the machine first found success.

The car originally began life as a Higham Special, one of many vehicles owned by Count Louis Zborowski in the 1920s, and featured a V12 27-litre Liberty aero engine capable of some 450bhp.

Following Zborowski's death at the wheel of a Mercedes in the 1924 Italian Grand Prix, the Higham Special was acquired by forward-thinking designer and driver Parry Thomas for £125, rechristened 'Babs' and underwent redevelopment ahead of attempts at the land-speed record.

With Parry Thomas at the wheel, it duly took the record on 27 April 1926, at a speed of 169.30mph (over a kilometre),



his Leyland-Thomas, it was his little grand prix version of that, so it's a little supercharged 1500cc."

The two low-profile machines built were technically advanced for the time but both missed the 1926 British Grand Prix at Brooklands as they suffered from gearbox woes, although Parry Thomas did drive Owen's future machine at the Junior Car Club 200 race later that year at the same venue, placing eighth. He also broke the class one-hour speed record, clocking 115mph.

The two cars then appeared in the 1927 British GP in the hands of WB 'Bummer' Scott and Harold Purdy, the former in Owen's machine that also broke a number of diesel records in 1935 after a Perkins engine was fitted.

"THERE ARE TOO MANY PEOPLE IN HISTORIC RACING DRIVING CARS THEY KNOW NOTHING ABOUT"

Over time, this was replaced with a Ford V8 and the car eventually came into the possession of renowned Bentley owner Vaughan Davis. It was sold in 1953, with Owen making contact with the new owner while studying at university before finally acquiring the machine in 2014. Having been dismantled in the 1950s, the car is remarkably complete and very original having not been modified over the years.

"It's completely bespoke, so the nuts and bolts are Thomas nuts and bolts," says Owen. "I've got most of the car now but you start realising that you want to use the right sort of hose clips, rather than just using jubilee clips. So I'm making hose clips and I'm making all the nuts and bolts, and you're making this and you're making that."

While the history of Parry Thomas and the Owen family seems



to be intertwined, the now part-time university lecturer, who with his wife owns a commercial car storage company in Herefordshire, hasn't limited himself when it comes to restoring cars.

A side-valved three-wheeler Morgan for his 16th birthday soon turned into an overhead-valve Jap-engined Morris – dubbed Jemima – that was raced in Vintage Sports-Car Club events for decades and still sits in the workshop having last been used in 2009.

A de Havilland Tiger Moth biplane engine was put into a 1928 Riley – that "seemed like a good idea at the time" – and success followed, including Owen's first car race win at Cadwell Park in 2000. After selling that, he bought boxes of parts to build an eight-cylinder grand prix Type 35 Bugatti which again was sold, as was a Chevrolet Corvette C2 that he had raced – with success.

WHEN TWO WORLDS COLLIDE

While perhaps not as famous as Babs, one of Owen's other restored machines certainly stands out just as much and has the history to match.

While attempting to establish FIA papers for his Kurtis 500S sportscar with someone in Houston, Texas, the opportunity to buy a unique bit of American history proved too good an opportunity to ignore.

"The guy I was speaking with said, 'While you're on the phone, you don't know anybody that wants an Indycar?'" says Owen. "And he described this Indycar and it wasn't for me, and then he described a second Indycar that was for sale and said, 'You'll much more like this because it did Monza in 1958'."

The car in question, a Kurtis-Offenhauser, had been driven in the Race of Two Worlds, an event held

between drivers from Europe and America on Monza's infamous banked layout. The event was only held in 1957 and 1958, with F1 drivers Stirling Moss, Juan Manuel Fangio and Jean Behra competing alongside US stars such as AJ Foyt, Jimmy Bryan and Jim Rathmann.

Owen's car was raced by Jimmy Reece in the latter event, where he placed eighth, seventh and fifth respectively in the three heats.

Before appearing in Europe it was a regular attendee at the Indianapolis 500, driven by Fred Agabashian in the 1954 event where it finished sixth.

The following year it went one better and took fifth after Walt Faulkner was relieved of driving duties by Bill Homeier during the race, which was overshadowed by the death of two-time Indy 500 winner Bill Vukovich. The car's

active career between 1954 and 1959 included an appearance at the only Indycar race to take place at the Daytona International Speedway in 1959 where Dempsey Wilson qualified fourth at an average speed of 170.02mph. The car dropped out after 28 laps, having spun and touched the wall.

It returned to do the 1959 Indy 500 as the Wheeler Fouch Special, before it disappeared from public view.

"Most of the Indycars got turned into super modifieds to do some dirt racing and just be generally abused, but this didn't," says Owen.

"It turned up in the 1980s with a V8 and an autobox in it with two seats and two blokes driving it around on the road, but with most of the original bodywork. So it survived remarkably intact.

"I always thought an Indycar would be quite good fun and my friend Fred Harper always seems to be having quite a good laugh with his [Kurtis-Offenhauser that raced at both of the Race of Two Worlds events]. And so the next thing you know is I've bought an Indycar, which seems like a stupid thing to do."

The car had been restored to its 1954 specification by legendary Indycar builder AJ Watson and has been a mainstay in a number of historic events since, in particular with the Historic Grand Prix Cars Association, and has thrilled fans at the Goodwood circuit.

"It's been good, it's been a lot of fun," says Owen. "Having said that, I snapped the crank at Silverstone Classic this year so it's out of action for a period of time while that gets sorted!"



Owen raced at Goodwood
in his Lister-Chevrolet



Babs with the Thomas
Flatiron mid-restoration

In their place came a Kurtis 500S sportscar (which won the Peter Collins Trophy at the 2014 Goodwood Members' Meeting) and the Kurtis Offenhauser (see below), with Owen's most recent addition being the Lister-Chevrolet in which he competed at the Goodwood Revival earlier this month.

When Owen competes with these machines, he does it for the pleasure of taking them out and the enjoyment of competing as an amateur, while often beating teams with a crew of mechanics.

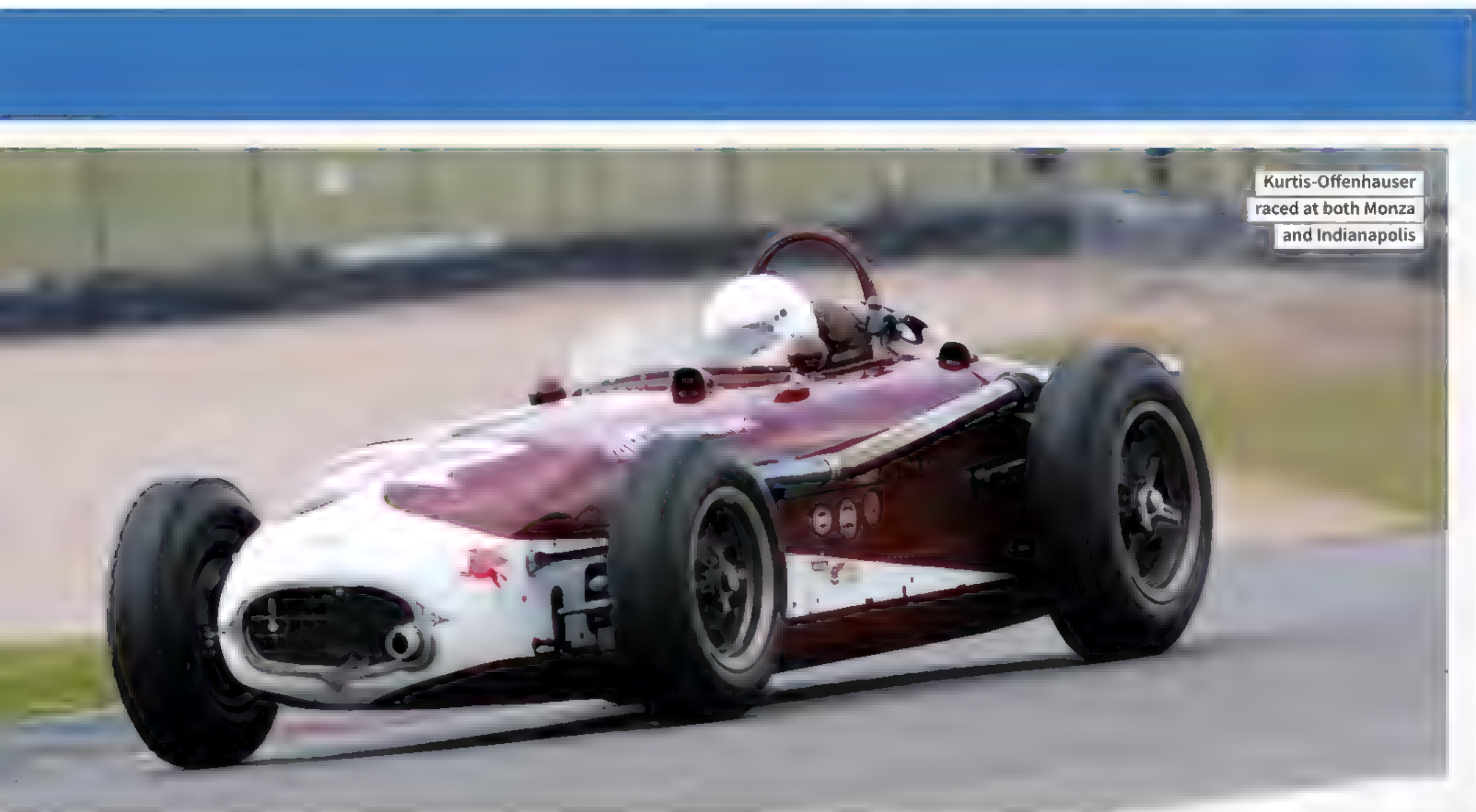
But he also believes there are problems in historic racing. "There are too many people driving cars they know nothing about," he says. "People who are going racing in an old car could quite as easily go and do BMW Kumho Cup and they don't really care [about the history]. They don't get the fact that it's an important this or that, and Jim Clark drove it."

"Historic racing is suffering from too many people going motor racing in old cars and not taking old cars that they love motor racing. Thankfully, clubs like the VSCC and Historic Grand Prix Cars Association seem full of enthusiasts."

Owen's passion and enthusiasm for restoring historic machines means that cars such as Babs can remain active and help inspire the next generation of drivers, engineers and fans.

As for Owen, while there's no immediate plan to purchase another project, he's always open to a new challenge.

"It's making cars work that fascinates me," he says. "I've had a turnover of cars because, once I've finished developing the car as far as my skills and arguably budget dictate, and I've got it going as fast as I can, [after] a couple of seasons I kind of go, 'Well I don't need to bring this back next year, where's the new challenge?'"



Kurtis-Offenhauser
raced at both Monza
and Indianapolis



THE NEVER-ENDING QUEST FOR SAFETY



BOOK
CRASH: FROM SENNA TO EARNHARDT, HOW THE HANS HELPED SAVE MOTOR RACING
RRP £30

In the wake of the collision between Lewis Hamilton and Max Verstappen in this year's Italian Grand Prix, the incident

was unsurprisingly reshown multiple times from just about every angle. Replays of the incident from one perspective in particular – and in slow-motion – showed how Hamilton's head had been clipped by Verstappen's rear wheel when the Red Bull was launched on top of the Mercedes, illustrating how the halo had likely saved him from serious injury or worse.

The benefits and life-saving potential of the head-protection device were never in doubt – the culmination of years of research – when it was introduced to F1 at the start of the 2018 season, despite protestation from some drivers, teams and fans. Over time, objections quietly faded away as

the device proved its worth on several occasions – think Charles Leclerc in Belgium 2018 or Romain Grosjean's fireball in Bahrain last season.

It's not the first time a new piece of safety equipment has faced such a backlash – 20 years ago, the same battle was being fought over the HANS (Head and Neck System) device.

The subject of Jonathan Ingram's book, which was originally published in 2019 but distributed for the first time in the UK earlier this year, the rise and gradual acceptance of this life-saving device is charted from its beginnings as early as the 1980s to the present day.

The book begins with Dr Robert Hubbard's quest to stop basilar skull fractures in racing drivers with the help of brother-in-law and five-time IMSA SportsCar champion Jim Downing. The development and testing of the device – the first concept was made from tape and cardboard on a kitchen table – is charted, along with the uphill challenge for it to be accepted by the motorsport community.

Ingram's book is not just a comprehensive look at the HANS, but motorsport safety in general throughout the decades, such as the use of Nomex to protect drivers from fire in the 1960s to the introduction of the SAFER barrier in the past decade.

There's a broad spectrum of defining events covered, but primarily Ayrton Senna's death at the San Marino GP in 1994 and the FIA's response, and NASCAR's similar reaction in the wake of Dale Earnhardt's fatal accident at the 2001 Daytona 500. Being US-focused, most attention is given to the latter, and there are some intriguing first-hand insights from Ingram, Autosport's NASCAR correspondent during the *The Intimidator*'s career. There are other less publicly known details throughout, such as Mercedes' involvement with funding tests for the HANS ahead of its introduction to F1, as well as the use of airbags being seriously considered at one stage.

The majority of the book is well-researched and presented in an accessible way, despite the dry nature of the subject. But there are flaws. Spelling Stirling Moss as 'Sterling' is a glaring error, while there are also factual inaccuracies. Williams did not, for example, withdraw




[autosport.com/podcast](https://www.autosport.com/podcast)


Lewis Hamilton hit a new landmark with victory in Sunday's Russian Grand Prix, becoming the first driver in Formula 1 history to score 100 race wins, as a late downpour denied Lando Norris a maiden win. Martyn Lee is joined by Autosport F1 reporter Luke Smith and Motorsport Network Director of Digital Strategy Jess McFadyen to discuss.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Rally Finland

World Rally Championship
Round 10/12

Jyväskylä, Finland

1-3 October

TV Live BT Sport 3, Fri 1130, Fri 1500, BT Sport ESPN, Sat 1530, BT Sport 1, Sun 0730, BT Sport ESPN, Sun 1100

TV Highlights

BT Sport 3, Fri 2300, Sat 2230, BT Sport 2, Sun 2130, Red Bull TV, Fri 2000, Sat 2000, Sun 2000, ITV4, Wed 2100

DTM

Round 7/8

Hockenheim, Germany

2-3 October

TV Live BT Sport ESPN, Sat 1215, BT Sport Extra3, Sun 1215

DTM Trophy

Round 6/6

Hockenheim, Germany

2-3 October

TV Live BT Sport ESPN, Sat 1400, BT Sport Extra3, Sun 1400

ADAC GT Masters

Round 5/7

Sachsenring, Germany

2-3 October

TV Live on motorsport.tv,

Sat 1520, Sun 1520

NASCAR Cup

Round 31/36

Talladega, USA

3 October

TV Live Premier Sports 2, Sun 1830

NASCAR Xfinity

Round 28/33

Talladega, USA

2 October

TV Live Premier Sports 2, Sat 2135

Indy Lights

Round 10/10

Mid-Ohio, USA

2-3 October

MotoGP

Round 15/18

Circuit of The Americas, USA

3 October

TV Live BT Sport 2, Sun 1930

TV Highlights

BT Sport 2, Mon 0800, ITV4, Mon 2000

UK MOTORSPORT

Oulton Park MSVR

1-2 October

Ferrari Challenge UK, Ferrari Classic

Castle Combe

2 October

F3 500, Frazer Nash, GTSCC, Historic '50s Intermarque, Pre-'66 Jaguars, VSCC Allcomers

Silverstone ECR

2 October

Equipe Sprint

Mondello Park MPSC

2-3 October

Fiesta STs, Fiesta Zetecs, Formula BOSS, Formula Sheane, Future Classics, Ginetta Junior, Historics, Irish Legends, ITCC/ Irish Supercars/SEAT Supercup, Strykers

Snetterton MSVR

2-3 October

911 Challenge, GT Cup, Heritage FF1600, MSVT Trackday, Porsche Club, Snetterton Saloons, Sports 2000, Tiedeman Trophy



from the 1994 Monaco Grand Prix in the wake of Senna's death – it entered one car for Damon Hill. And the Italian GP was not the final round of the 1961 world championship season.

There are also some interesting takes on events, such as stating that, after equalling Senna's F1 wins record at Monza in 2000, Michael Schumacher broke down in the post-race press conference as "the scene appeared to confirm that Schumacher knew his traction control had helped him keep so much pressure on Senna at Imola – without taking nearly as much risk".

Despite this, Ingram's book is a fantastic resource on the HANS as well as the wider quest for safety, and underlines that the use of the device across the globe has saved hundreds of lives. That's something drivers and fans would do well to remember the next time a new safety advance is put forward.

STEFAN MACKLEY



FROM THE ARCHIVE

Rene Arnoux (Ferrari 126C3) explores the limits of his Goodyear wet-weather tyres' adhesion in an inclement blip during practice for the 1983 European Grand Prix at Brands

Hatch, the hastily scheduled 14th, and penultimate, round of the season. He qualified in fifth place and was holding that position when he spun off on lap 20 of 76, rejoining at the back of the field, then crossing the

line a lapped ninth. His failure to score pretty much scuppered his world championship chances, which were sunk completely by engine failure at the Kyalami finale, although Ferrari did secure the constructors' crown.

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CHANCE OF A LIFETIME

The forgotten tales of one-off opportunities

MARCEL FASSLER

It's hardly surprising for a recently retired three-time Le Mans winner to have "absolutely no regrets" when recalling their time in motorsport. Marcel Fassler's top-level racing career spanned 20 years, contesting the DTM in the first half of the 2000s before a switch to sportscars yielded a Spa 24 Hours win with Corvette. That was followed by his most successful spell at Audi, and he concluded his contemporary career at the end of 2020.

While the trio of Le Mans triumphs alongside Andre Lotterer and Benoit Treluyer will be rightly remembered, it was during his sophomore DTM season a decade prior when Fassler realised a childhood dream. The amiable Swiss had been offered a Formula 1 test by Peter Sauber should he win a DTM race, and Fassler duly delivered at Oschersleben in his HWA-run Mercedes CLK in 2001.

Sauber was true to his word and Fassler went for a seat fitting, before Mercedes insisted that he drive a McLaren instead. The intervention proved anticlimactic at first, with a single installation lap the only mileage completed at a waterlogged Silverstone before a postponement to a far more productive follow-up at

Barcelona two weeks later.

Fassler racked up over 60 laps in an "under the radar" test, and admits that adapting from tin-tops to F1 machinery required a recalibration, mentally and physically. "I remember the braking was amazing," he recalls. "The first time I was braking at the end of the straight, I needed to put the throttle on again and upshift because it stopped immediately. I was like, 'Wow!' Even knowing that I was really well prepared for the test, my neck was really hurting in the last 10 to 15 laps."

Despite talks of a potential "second test driver" McLaren gig, Fassler admits an F1 drive was never a realistic prospect, with highly rated Alexander Wurz already fulfilling the team's test and reserve role.

So, aside from that solitary Silverstone lap, Fassler's F1 experience would be something of a 'one and done', but the experience is one he treasures to this day.

"I'm pretty proud because it was not just one car, it was one of the best cars in the field," he says. "I have absolutely no regrets because I had a really good career and I could fulfil my dream of being an F1 driver, even if it was only for one day!"

MICHAEL HAFFENDEN



Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 Email autosport@autosport.com
Individual email firstname.surname@autosport.com
Website www.autosport.com Twitter @autosport

SUBSCRIPTIONS

UK +44 (0) 344 848 8817 Overseas +44 (0) 1604 251451
Email help@asm.secureorder.co.uk Back issues 0344 8488817

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ADVERTISING

Tel +44 (0) 20 3405 8117
Head of Print Advertising **Ben Fullick**
Sales Executive **Kieran Rennie**

RECRUITMENT

Tel +44 (0) 20 3405 8105
Head of Motorsport Jobs **James Robinson**

ADVERTISING PRODUCTION

Production Controller **Ben Webster**

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